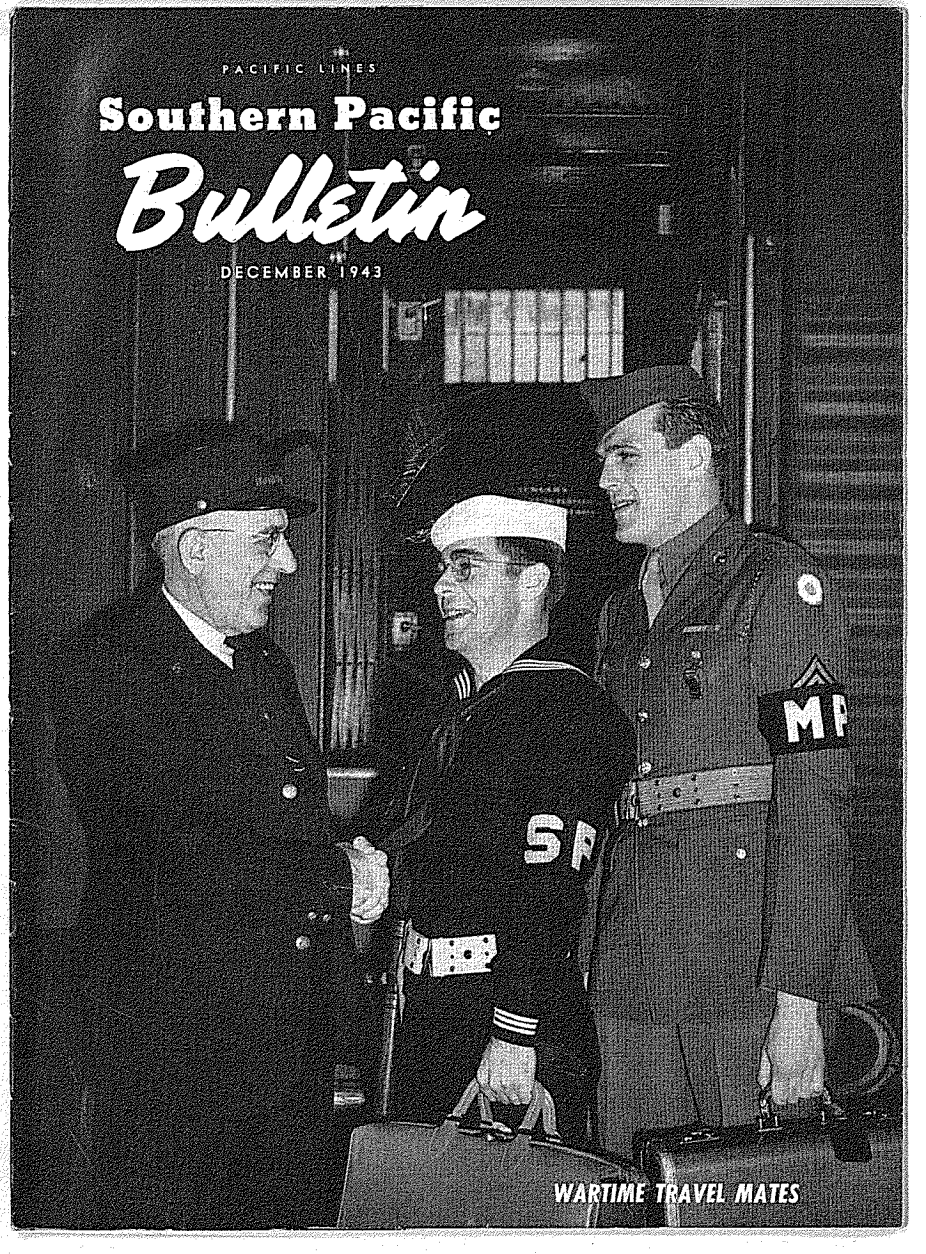
PACIFIC LINES

Southern Pacific Bulletin

DECEMBER 1943



WARTIME TRAVEL MATES

A Christmas Season Message



President A. T. Mercier

Reproduced below is the Christmas message that was sent by President Mercier to Southern Pacific men and women in the armed forces, overseas and in camps, whose addresses were available. Some of the men already have received the message and have written in reply. One letter, to Mr. Mercier and you from Lt. Col. Fred V. Swierski, former general yardmaster, Eugene, appears on Page 7.

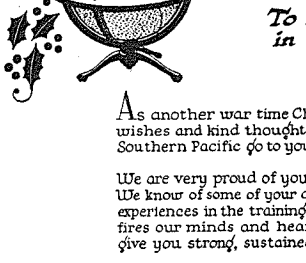
To All Members of the
Southern Pacific Family:

Again this Christmas our thoughts and prayers will be for the loved ones from our homes and the close friends from our railroad who are in battle areas and training camps throughout the world.

They look to us for the support that will hasten the day of their return, and the return of peace on earth to men. We of the railroad will not fail them.

To you and your families go my best wishes for good health and courageous hearts.

A. T. Mercier



To S. P. Men and Women in the Armed Forces:

As another war time Christmas draws near, the hearty good wishes and kind thoughts of your friends and associates of the Southern Pacific go to you, wherever you may be.

We are very proud of you men and women in the armed services. We know of some of your achievements at the fighting fronts, of your experiences in the training camps. This knowledge constantly fires our minds and hearts as we strive to do our utmost to give you strong, sustained support here at home.

Likely you are far from your family circle this Christmas time. My best personal wish for you is that early victory may return you to your loved ones and friends--soon and safely.

Good luck!

A. T. MERCIER













TRAIN PATROL

Navy's Shore Patrol and Army's Military Police Are Part of Wartime Travel Scene

CLICK of the railway coach door as the Southern Pacific *Challenger* streaked through the moonlit night signaled the entry of two uniformed members of the familiar and friendly train patrol coming through the cars on a routine trip.

Circling their left arms were the blue-and-yellow and blue-and-white brassards designating them as members of the Navy's *Shore Patrol* (SPs) and the Army's *Military Police* (MPs).

It is a long train of 15 coaches, of 800 people; military personnel, civilians, wives, babies; it is a typical all-coach wartime train, and wartime travel is arduous. Yet the whole trip is passing without incident, to the credit of the whole traveling throng.

Everybody who rides the trains behind the deep-breathing, hard-working warring Iron Horses these days—and statistics show that more people are doing so than ever before in history—is familiar with the big, friendly, well-trained and picked men who make up the train-riding details.

You'll find the khakiclad MPs and blueclad SPs ready with a helping hand wherever moving multitudes are on the go; on the trains, in the subways, and at the jammed depots; and everywhere you'll find them assisting the traveling members of the armed forces in every way they can. They're called upon frequently to be helpful to civilians, too; but they avoid civilian problems unless some civilian insists on getting mixed up in a military matter.

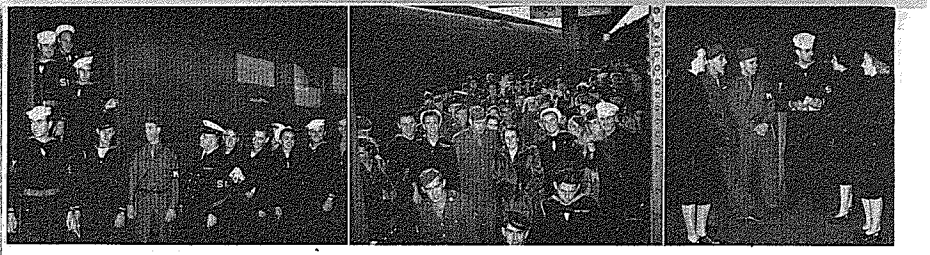
Information Please

They're walking "information booths," being on the receiving end of such questions as "How much time do we have before the train pulls out?" "Where's the canteen and the hot coffee?" "Where can I find a doctor?" "I've lost my ticket; what'll I do?" "Where can I mail this card?" "Is the news butcher up ahead?"

In the case of the appendicitis-stricken service man, he'll find an ambulance summoned for him by the MPs and SPs and waiting for him at the next stop. If it's a lost ticket (one chap, happily chatting with his girl friend, left his in a telephone booth), the problem may be taken up with the traveling passenger agent (J. B. Haggerty was aboard this trip), or the conductor; who'll wire ahead for another. At Ogden, J. T. McCann, traveling freight and passenger agent, or E. L. Smith, C. B. Bergantz or Murray Richardson, of his staff, will be on hand with the new ticket. If it's a lost wallet, more than likely the service boys, supervised by the SPs and MPs, will take up a collection among other service men. If some lad misses his train, the station master might halt the train at a nearby point while the tardy passenger is whisked

TOP PICTURE: Lieut. J. D. O'Dell (center), USNR, commanding officer, Navy District Train Patrol; Chief Petty Officer W. K. Milligan (left), chief dispatcher, and Boatswain's Mate 2/c Martin Eagan at dispatcher's board, San Francisco, as Eagan receives assignment. SECOND PICTURE: Four members of Shore Patrol and Military Police who regularly ride the "Challenger" and other Southern Pacific trains. THIRD PICTURE: Typical of crowds which MPs and SPs are on hand to serve is this group boarding Southern Pacific train at busy California terminal. FOURTH PICTURE: Conductor H. J. Nops, Cpl. R. C. Hanson, J. B. Haggerty, Southern Pacific traveling passenger agent; Conductor J. A. Lafferty, and Boatswain's Mate 2/c W. W. King gather as conductors sign Hanson's and King's transportation orders attesting they were aboard train. FIFTH PICTURE: While Conductor Lafferty checks tickets, Knott and Dickinson check furlough and leave papers of military personnel.





to the spot in an automobile furnished by the depot SPs or MPs. It is extraordinary service; but it has happened.

Navy Shore Patrol

The Navy Shore Patrol on trains was authorized by the Bureau of Naval Personnel Aug. 19, 1942, to serve with the Military Police in joint operation. Pacific Coast operations started in Dec., 1942. The District Shore Patrol is commanded by Comdr. Howard M. McKinley, USNR. The train patrol is a unit of the District Shore Patrol.

Lieut. J. D. O'Dell, USNR, was transferred from the Twelfth District Public Relations Office to organize and take command of the District Train Patrol. Lieut. O'Dell served as coordinator of the patrols in the four Western districts—9, 11, 12 and 13.

Chief Petty Officer W. K. Milligan is the chief dispatcher of the District Train Detail, with offices in San Francisco. He is a former lieutenant of police in Ogden. On his trips out on line, to points like Ogden, he'll confer with Supt. L. P. Hopkins or Asst. Supt. T. J. Foley of Southern Pacific on matters referring to operation of the train patrols.

The Twelfth Naval District Train Patrol operates on trains from San Francisco to Portland, connecting with the Thirteenth which operates to Seattle, Spokane and eastward. The Twelfth also patrols south on the Coast to Los Angeles, while the Eleventh patrols north up the San Joaquin Valley to Oakland. The Twelfth patrols on the Santa Fe to Gallup, N.M. The Eleventh also patrols from Los Angeles to El Paso, as well as from Los Angeles to Denver. The Twelfth patrols east to Salt Lake City and Denver on the Western Pacific and Denver & Rio Grande railroads, as well as east to Cheyenne on the Southern Pacific and Union Pacific. Ninth district patrols west to Cheyenne-Denver.

Many of the members of the Twelfth District Patrol are mature peace officers, with many years of experience behind them; but they come from all walks of life. Better than a third of the men had previous service in World War I.

Military Police

Military Police have been riding trains since the Spring of 1942. Each Commanding General of the nine Service Commands is responsible for the Train Guards in his territory. The Ninth Service Command, because of its vast size, is divided into four Security Districts. Each Security District Commander is responsible for the Train Guards under his jurisdiction. This work is handled through the Provost Marshals. The Train Guards riding the *Challenger* trains are members of the Central Security District, San Francisco, commanded by Colonel Harrie S. Mueller. Lt. Colonel Charles Steele is the Provost Marshal for the Central Security District and under him is 1st Lt. Jerold P. Boardman, who commands the Train Guard Detachment. The men of this detachment ride 33 trains daily, from Los Angeles to Portland, San Francisco to Green River, Wyoming, and Oakland to Barstow, California, totaling almost 600,000 miles each month. The men are specially picked and trained for their duties. Emphasis is placed on protecting the service men and seeing that they arrive at their destinations. So efficient is the work of the Shore Patrol and Military Police, and so well behaved are the service men, that instances of misconduct are negligible.

The War Department places considerable emphasis on the importance of Train Guard Work. The whole program is under the Provost Marshal General, Washington, D. C. The Provost Marshal General's office maintains a number of commissioned officers who ride trains all over the United States and report on the condition of trains and the performance of duty by the Train Guards of the various Service Commands. Captain John E. Rogers is the Officer in Charge of the Lieutenant Inspectors who are operating within the Ninth Service Command.

Cooperation

The MPs and SPs work closely with the train crews. At busy Oakland Pier, astir with wartime hordes, and at every other point along the line where eager crowds wait, they check the luggage-laden military personnel aboard the trains. They go through the train with the conductor and while he picks up the railroad tickets, they check the leave or furlough papers of the uniformed travelers at the same time; so that in teamplay they cause the least amount of disturbance for everybody. They sometimes go ahead of the conductor and awaken any sleeping service men. The train patrols have jurisdiction over all service personnel (except members of the Merchant Marine), regardless of rank.

You'll find them in the subways—subways burgeoning with uniformed travelers pouring off the trains at key stops, like Ogden—checking for the occasional chap who may not be correctly attired for appearance in public; seeing that no tie is askew. You'll hear them say, "Soldier, your blouse is unbuttoned," or "Sailor, where is your headpiece?" You'll hear no loud commands or abusive language.

Back on the trains, the SPs and MPs check the military for a count of the men traveling in groups under orders. They then notify the stewards (in this case M. D. Boice, David Carvalho and L. C. Allen), and arrange for these men to be fed first. They take their places at the entrance to the diners and help direct "traffic" so everybody "won't be eating with both feet in their mush," as one SP put it.

They'll be awake at 2 a. m. to help some group of service men get off at the lonely desert spot, or perhaps to help another group aboard; and they'll go through the jampacked cars finding seats for the new arrivals, awakening someone who is sprawled across two seats or has taken up extra space with an improvised bed made of suitcases and seabags.

In the quiet between midnight and dawn they occasionally cover their "beat," traversing the aisles amid a strange cacophony of snores pitched in varied keys, the incessant hissing of steam, the shrill whistles of trains that thunder past in the otherwise desert stillness, the whooping cries of one of the 18 babies aboard. They step gingerly through the semidarkened cars past the slumbering human masses—face to face with the come-to-life "statistics" that account for the record wartime travel—past protruding arms and legs that fashion strange patterns; past heads occasionally buried in antimacassars to shut off the dim light; glancing now and again at seabags or barracks bags perched precariously in weighted racks overhead; bulging bags that to the half-squinting, half-asleep eye of slumbering soldier or sailor might look as terrifying as a block-busting bomb.

Ogden Stopover

Ogden is a rest point for the SPs, to break their trip to Cheyenne, which is the end of their run. At Ogden they report to Capt. Jos. P. Filkas, Provost Marshal for City of Ogden and vicinity and former member of the Los Angeles Police Department, who directs the activity of a staff of Military Police. Capt. Filkas will be found at the busy Ogden depot or at his office nearby, where he can be of quick assistance in handling any problem called to his attention by the train details.

Green River, Wyoming, is the end of the run for the MPs where they report to Capt. Gus B. Ridge, a World War I veteran, with 30 years' service in the Army. Capt. Ridge and several MP clerks have the responsibility of checking in and out the MPs from the different railroads converging at Green River.

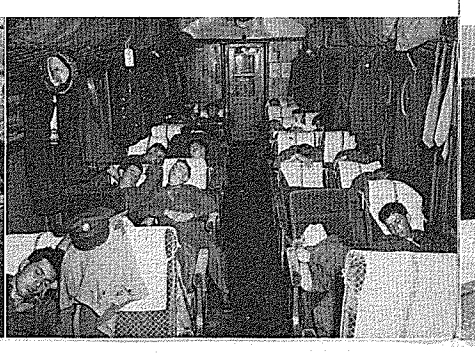
Of the Shore Patrol and the Military Police, folks in a position to judge say things like this: "They have done a very exceptional job," reports popular Supt. L. P. Hopkins of Salt Lake Division of Southern Pacific. "They are very helpful," says Terminal Supt. R. E. Edens of Ogden Union Depot. "We appreciate their cooperation which has been very helpful in the dining cars," declares I. R. Robertoy, inspector, dining cars, Southern Pacific. "They mean much to the train crews," reports Conductor J. A. Lafferty, Oakland.

As the Victory Trains roar into the night, through the flickering shafts of light of the Sierra snowsheds or across the vast expanse of the moonlit Great Salt Lake, give a thought to the members of the Shore Patrol and the Military Police who, with train crews, are easing the travel problems in warcrowded railway cars of uniformed and civilian folks alike.

DINER SCENES: (Above, left)—Steward M. D. Boice, Oakland, of Southern Pacific "Challenger," Boatswain's Mate 1/c R. P. Dickinson and I. R. Robertoy, inspector, dining cars, Southern Pacific, confer in dining car on feeding of members of armed forces. (Center)—When S 1/c C. F. Williams (fifth from left) lost his wallet and $50, fellow members of armed forces made up loss. Here Boatswain's Mate W. W. King of Shore Patrol, hands him the sum. At right is Steward Carvalho. (Right): Crowd at end of diner awaits turn to be served as Cpl. A. F. Walther of Military Police, and Boatswain's Mate 2/c S. O. Westerlind of Shore Patrol, inform Steward L. C. Allen (center), Oakland, of number of members of armed forces to be fed. FUN AND SLEEP: (Below, left)—Cards played on improvised table furnish entertainment for soldiers aboard speeding train. (Right)—Members of fighting forces are snapped by cameraman as they catch up on sleep.

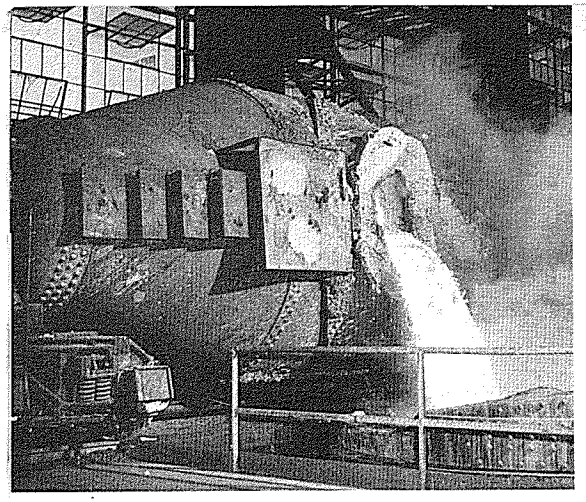
TOP PICTURE: Group of sailors and soldiers waits signal to board train at Ogden as members of Shore Patrol and Military Police are on hand to assist in any way they can. In picture are Boatswain's Mate 2/c J. J. Clark (on ground, far left), of Shore Patrol; Boatswain's Mate J. C. Walsh (in doorway above him, at left), also of Shore Patrol; Cpl. A. F. Walther (at right), of Military Police, and Chief Petty Officer W. K. Milligan, chief dispatcher, district Train Patrol. SECOND PICTURE: Busy spot on famed Overland Route as typical group of passengers pauses in journey for brief visit to Ogden. THIRD PICTURE: Three pretty SPARS and Marine Sgt. Peter Falcone are greeted by an MP and SP at Ogden. In picture are (L-R) Storekeeper 3/c Gladys Roan, Sgt. Falcone, Sgt. W. P. Jozefacki, Boatswain's Mate 2/c Tony Brajevich, SK3/c Lillian Walker, and SK3/c Maxine Starkey. BELOW, LEFT: Supt. L. P. Hopkins, of Salt Lake Division, and Chief Milligan confer on matters pertaining to operation of Shore Patrol on trains. BELOW, RIGHT: Pvt. R. L. Ruehle of Military Police; E. L. Smith, station passenger agent, SP; Capt. J. P. Filkas, Provost Marshal of Ogden and vicinity; J. T. McCann, Southern Pacific traveling freight and passenger agent, Ogden; C. B. Bergantz, station passenger agent, Southern Pacific, and Pfc. Louis Montedonico, of Military Police, confer on matters pertaining to travel of armed forces.











HOT METAL CARS

Southern Pacific Builds Them at Sacramento Shops To Aid War Production Needs of Steel Industry

SP shops at Sacramento recently came to the rescue of the West's new steel mills by helping build six cars for carrying molten metal.

Owner of the patent on these cars, the M. H. Treadwell Company, Inc., of New York, was so swamped with construction jobs for the military forces that it was unable to build enough "hot metal cars" to supply the war-swollen needs of the steel industry. The Sheffield Steel Corporation at Houston, Texas, and the Iron and Steel Division of the Kaiser Company, Inc., at Fontana, California, were especially anxious for delivery of such cars, because their new mills were practically crippled without these modern facilities for moving metal from the furnaces.

A call for help was sent out to the railroads. SP responded, just as it did last year when Henry Kaiser asked the SP shops to machine the tremendous steel rolls used in the bending presses that now shape steel plates for Liberty ships at the Kaiser shipyards in Oregon. Machining of these rolls was described in the *Bulletin* of September, 1942.

Although the Sacramento shops had never before attempted to build a hot metal car, and most of the workers had never seen one, tools were quickly adjusted to handle the rough castings supplied by the Columbia Steel Company at Pittsburg, California. Now SP shops point with pride to the fact that they have delivered three of the 150-ton cars to the Kaiser steel mills already this year, and in the next few weeks will deliver the third 160-ton car ordered by the Sheffield corporation. All the machining and assembling on the Sheffield cars was done at Sacramento SP shops under general direction of H. C. Venter, shop supt. On the Kaiser cars, SP did the machining of end frames and some of the bearing stands.

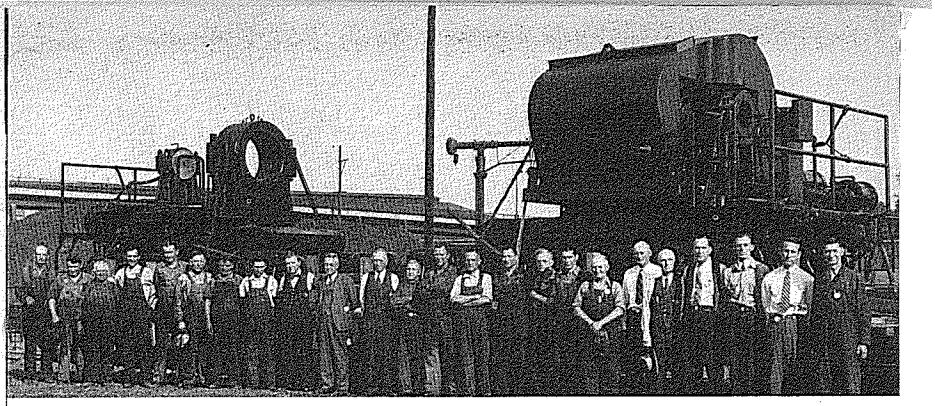
A hot metal car consists of two heavy-duty six-wheel trucks carrying huge bearings and electrical turning machinery, between which is suspended a gigantic "thermos jug" resembling a concrete mixer. Interior of this receptacle is lined with firebrick to insulate the destructive heat of the molten metal from the working parts of the car. The metal poured directly from the blast furnace into the top opening of this receptacle will remain molten for 24 hours or longer.

One hundred fifty or 160 tons of molten iron can be transported in one of these cars a considerable distance to the open hearth furnace, where the electrical turning machinery tips the receptacle and releases accurately measured quantities of the load to be made into steel for war machines. Older and slower process was to pour the molten metal from the blast furnace into forms where it cooled into "pigs" that later were transported to the open hearth furnace and re-melted to make steel.





RED HOT IRON in the Treadwell hot metal cars shown at the right is being transported from Kaiser Co's. Fontana blast furnace to the open hearth for making steel. Picture at top of page shows molten iron being poured from the car into a hot ladle. This process speeds up production of vitally needed steel. Hot metal cars were turned out at SP's Sacramento Shops, where parts were tooled and assembled under direction of General Machine Foreman G. A. "Al" Holmes, shown in the small picture at right inspecting bearing brasses with Machinist Harry Miller.



FIRST COMPLETED HOT METAL CAR unit was turned out at Sacramento Shops, Aug. 27. Shopmen who worked on machining and assembly job are, left to right: M. Nelson, L. LeFay, G. Marulo, M. Cabral, P. Stanley, H. Stroner, R. Lucchesi, J. Faukendiny, G. A. Holmes, W. J. Taylor, H. C. Venter, C. Ibach, H. Miller, C. J. Hooper, J. Zelko, W. Hagerman, J. Bryant, E. Schmidt, S. S. Harris, W. H. Pugh, E. Epling, J. Edwards, L. N. Burke, H. J. Tucker. Three complete units, and machining for three others, have been turned out by the Shops.

Operating Results

FOR the ten months ended October 31, 1943, Railway Operating Revenues of Southern Pacific Transportation System amounted to $493,855,691, or $117,147,929 more than the revenues for the same period of 1942; a 31% increase.

During the same period Railway Operating Expenses were $289,385,940, or $67,920,133 more than the expenses for the same period of last year; a 31% increase.

Railway tax accruals, including $101,010,057 for Federal taxes, and $11,982,724 for other taxes, totaled $112,992,781, or $52,164,053 more than such accruals for the first ten months of last year. After deducting taxes and $20,158,296 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $71,318,674, or $6,832,082 less than the net railway operating income for the same period of 1942.

Out of Net Railway Operating Income, and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges. For the nine months ended September 30, 1943, the final result was a Net Income of $52,203,179, which compares with a Net Income of $47,587,980 for the same period of last year.

-V-

"The Spirit We Are So Proud Of"

THE following letter was written by Lt. Col. Fred V. Swierski, former general yardmaster at Eugene who is now in Africa, upon receiving President Mercier's Christmas message (see page 2) to our men and women in the armed forces. It expresses what we know is in the heart of each of those men and women—hope for the day when Peace will return. It expresses, too, what we hope is in the minds of all of them—faith in us. Addressed "Dear Mr. Mercier and Southern Pacific Family," it reads in part:

"Your Christmas greetings and kind thoughts to the SP men and women in the Armed Forces, wherever they may be, has brought to many of us in Africa, and we are sure to others in different parts of this battle front, the spirit we are so proud of. *You of the Home Front, with the vested responsibility which you have carried out so loyally*—the uninterrupted flow of weapons and materials from our war plants to the American troops at the fighting fronts—*have given us the greatest Christmas Gift toward the mutual accomplishment of our united endeavors:* Victory over our enemies and the creation of a durable peace. Since we are all part of this massive force aiming toward the accomplishment of what we consider the liberties of life, we are on this festive occasion not celebrating in the manner we'd prefer; but all our hopes and strivings are toward that early date when all families re-assemble about the table and revel at our conquest over the Spirit of Force. Then we may re-begin our more normal existence, commence to rebuild where we left off, and visualize the construction of our future security in World Peace."

Conserve Critical Resources

THE U. S. government is sponsoring a broad program to save such critical resources as manpower, materials, equipment and fuels through conservation of coal, petroleum products, electricity, gas, water, communications and transportation.

The program calls for voluntary action by the public and industry to make important savings in the domestic and commercial use of these resources. Here are ways you and your friends can help:

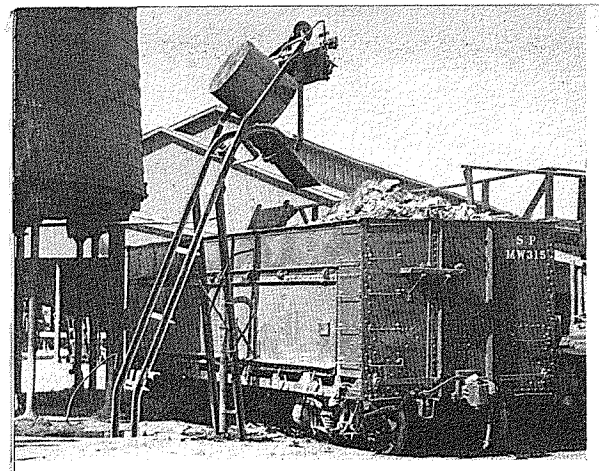
To save fuels, (a) heat-seal the home by insulating walls and ceilings, installing weather stripping; (b) keep furnace in efficient condition; (c) avoid overheating or heating of unused rooms.

To save electricity, turn off lights, fans, radios and other electrical appliances when not needed.

To save water, repair leaky faucets and other plumbing fixtures; do not sprinkle lawn and garden more than necessary.

To save communications, don't make unnecessary long distance calls; limit conversation to five minutes during extra busy periods; avoid calling between 7 and 10 p. m. when members of armed forces are usually free to phone.

To save transportation, don't travel unless essential; spend holidays and weekends at home.



IDEAS THAT CLICK - - - *What's Yours?*

TO WORKERS in the Bakersfield shops and roundhouse go top honors this month for making suggestions that improve their own work and thereby eed the war effort.

Outstanding example of how a difficult job can be made easier and safer at the same time is the new scrap tipple opposite the roundhou e, which is illustrated on this page. Before the new tipple was designed and constructed, the scrap metal and other scrap was gathered in a two-wheeled cart, which was pushed up a ramp by four or more men until they reached a level with the top of the waiting gondola car, into which the cart was emptied. Several men suffered injuries loading scrap into gondolas by this method.

Suggestion for a mechanical tipple to lift the scrap and dump it into the car under the control of a single man was first made by R. E. McCue, afternoon roundhouse foreman. G. M. Cagley, general foreman, worked out the design. Gus Carlson, pipe foreman, did the actual building. Before being put into use the tipple was approved by A. A. Lowe, safety supervisor, and by O. B. Schoenky, superintendent of motive power.

At the bottom of the tipple a large metal drum sits in the ground. Scrap can be dumped, shoveled or even swept into it. The operator throws an air valve connected to a motor which operates the cable hoist, pulling the metal container to the top of the arrangement, where it is automatically tippled, and while so doing shuts off the air valve, thereby eliminating the need of the operator controlling the air during the time the container is being unloaded.

Foremen Cagley and Carlson also have other inventions to their credit in the Bakersfield shops. Of interest in the way of safety devices is an attachment on the shop lathes whereby the mounting of the driving pulleys is hinged in such a manner that a simple adjustment loosens the driving belts for easy changing of speeds. This was Cagley's idea.

Carlson some years ago developed a portable heater, used in heating rivets as well as other metal. In addition to reducing an injury hazard, this invention permitted the heating of the metal or rivets at the location at which the job was being performed, thereby reducing the time of repairs to locomotives.

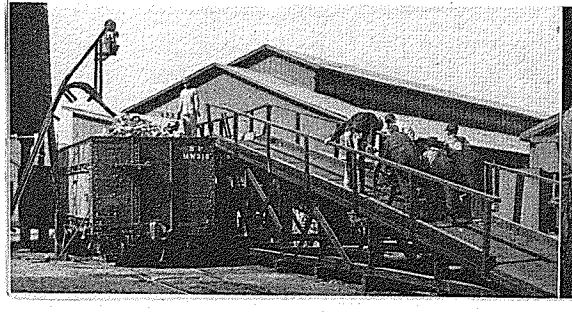
Several outstanding suggestions were made throughout the Pacific Lines during the past month to add to the fast growing list. Among those whose ideas have recently been put into practice are A. L. Pixley, freight agent, Phoenix, whose suggestion for utilization of westbound empty reefers resulted in making available about 100 box-cars a month in Arizona for other loading. Tucumcari Yardman Jack D. Robberson's idea of putting angle cocks on head end of switch engines has facilitated cutting of hoses between engine and next car.

At LA Shops, Sheet Metal Worker J. Trustedt, Asst. Foreman Carl Schmid and Genl. Foreman Ralph Lushinsky worked out a method of manufacturing spring pad lubricators that saves 40% labor, 8% material; while Machinist Ralph Chamberlain suggested, and Foreman A. E. Johnson designed, a special boring device that reduces to one hour an operation that formerly took four.

Frank Colnar, Roseville Store helper, suggested a ramp for conveying brick from box-car to brick house, resulting in four men unloading car in the time that used to require eight. A suggestion by Conductor B. Stockham, Salt Lake Div., that signs be placed at inside entrance of passenger cars to keep passengers from standing in entrance or opening trap doors was adopted and is proving effective.

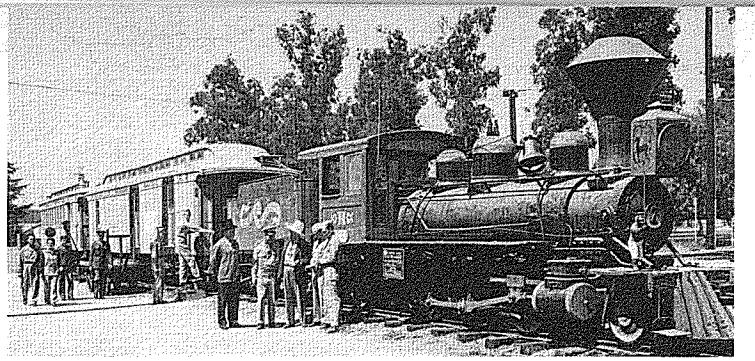
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Window Shades on passenger cars no longer need to be drawn during night hours in all states served by SP, except California and Oregon, it was announced by F. S. McGinnis, vice-president, system passenger traffic. In the latter two states the law is still in effect.





SAFER AND FASTER is the scrap-loading operation at Bakersfield since the adoption of the scrap tipple shown at top of page. Picture below, left, shows old method of loading which required work of four or more men. Now one man can handle the job. Below: Men who developed the new device are, left to right: Gus Carlson, pipe foreman; G. M. Cagley, general foreman, and R. E. McCue, roundhouse foreman.



WHEN THE IRON HORSE WAS YOUNG

Lyon Pony Express Museum Recaptures and Preserves the Colorful and Romantic Atmosphere of Early-Day Railroads

OUT front on the short twin pieces of narrow-gauge track at the unique Lyon Pony Express Museum at Santa Anita, Arcadia, California, where Western history unfolds in exciting display, stands an intriguing little train of two yellow wooden cars and plucky little engine up ahead.

Trains hold no end of fascination for folks and the little yellow train is no exception. Gone is the hiss of steam, spinning wheels, and friendly red glow of fire box. It might have been doomed to the lonely haunts of some engine house where fond eyes could not fall upon it. But today it lives and helps tell part of the thrilling story of changes in transportation wrought by time.

Excitedly visitors clamber aboard the little yellow cars; climb in and out of the cab of silent little Old No. 7; test the bell and, startled, find it still rings.

In one of the cars is a sign, noting: "The two cars on this train formerly were owned by the Central Pacific R.R." Across their length is lettered, "W. Parker Lyon Narrow Gauge R.R." The cars bear the letters "C.P.R.R.," and the numbers "1" and "2". Beside the yellow exteriors, the cars have green doors, black and green trim, and red wheels. The cars up to some few years ago were last used on the Keeler-to-Benton, Calif., branch of Southern Pacific.

Old No. 7 was acquired just a few years ago after last seeing service in Nevada. It has "Eureka Nevada" emblazoned on the tender. The once ornate little engine bears the characteristic gay-coloring of older locomotives: red wheels, green rods, brown cab, yellow trim; big red headlight.

But while the eyes of the railroader may fancy only the adventurous little cars, the museum itself, going back in time before the coming of the Iron Horse, presents over one million historical objects: old gold scales, mining machinery, Indian relics, stage coaches, old depots, express offices, covered wagons, and the like vying for interest in a thrilling tale of the Old West.

The $1,000,000 collection represents the unique and constructive hobby of W. Parker Lyon, Sr., now 78, who more than 30 years ago set out to preserve priceless reminders of the development of the West and pursued his fascinating hobby in 50 abandoned mining towns of early California and Nevada. Mr. Lyon has had a long and distinguished career as successful businessman, sheriff, and former mayor of Fresno, and has done the West a service in gathering the rare collection. In pointing with pride to his collection, Mr. Lyon also acknowledges the assistance of other collectors, particularly Albert Dressler of San Francisco.

The museum was established as a hobby by Mr. Lyon in Pasadena in 1922, and quickly outgrew his home, so that seven or eight years ago it was moved to Arcadia. W. Parker Lyon, Jr., van and storage company executive, and Mrs. Mildred Edgar, son and daughter of Lyon, are owners of the museum, and Lyon, Sr. is manager.

But now back to the little train. Just a step from the long, sharp-pointed, wooden cowcatcher stands a sign, which reads: "Through the courtesy of the Southern Pacific Co., the academic use of the pioneer narrow-gauge train is made available to the pupils of schools of Southern California." On the engine,

INTRIGUING train of two yellow cars and spunky engine on exhibit at famed Lyon Pony Express Museum at Arcadia, Cal., is shown in picture above. Below: Soldiers from nearby Camp Santa Anita, two Long Beach visitors (left), and W. Parker Lyon, Sr., (seated, right rear), and W. Parker Lyon, Jr., (standing, right rear), pose for picture in one of the old cars. Note fancy appointments of old car, and covered wagon in background.



another sign reads: "Old Narrow Gauge California-Nevada R.R. ran from Keeler, Calif., to Mina, Nev. Presented Lyon Pony Express Museum by S.P.R.R."

Suggesting one peril of travel of another day, passengers are boldly informed by still another sign: "Warning: Passengers are hereby warned against playing games of chance with strangers or betting on three card monte, strap or other games. You will surely be robbed if you do."

School children of nearby Los Angeles in studying Western development turn the museum into a classroom; adults by the thousands visit the place, viewing the old Concord stages, old Wells-Fargo Express office, old stores from mining towns, old printing office, and the like; and from neighboring Camp Santa Anita come thousands of fighting men for a glimpse into the past.

Youngsters delight to play about the old engine; some assuming the role of "bandits" with toy pistols, and others that of brave engine crews. Youngsters and oldsters alike get a thrill out of pulling the throttle and ringing the bell.

As visitors browse in the little yellow cars, letting the mind have full play in wandering back to the West's colorful past, somebody with a timely sense for the dramatic drops a nickle in an ancient automatic player piano across the "frontier" street. There comes the gay tinkling tones of the piano intermingled with the suggested laughter of merrymaking miners, and, if you listened maybe you heard the snort of the old engine and the toot of the weathered whistle.

- v -

Historic Pictures taken during the early days of construction on the SP lines were recently contributed to the Company's archives by Arthur Ager, chief engineer of the California Railroad Commission. Mr. Ager's father, Judson A. Ager, was connected with the Sisson-Crocker Co., pioneer construction contractors.



PRODUCTION STAFF AND CAST of SP's new weekly radio show, "The Main Line," have a last-minute look at the script before going on the air via Mutual stations from Portland to Arizona, including Ogden. Program originates at KHJ, Los Angeles. Standing at left is Lew X. Lansworth, the show's writer and producer. Seated at the extreme left is Wally Mayer, announcer.

"The Main Line" Scores Hit

INTERESTING radio programs of high standard have been rolling out on "The Main Line," Southern Pacific's radio show staged weekly as part of the campaign of advertising to stimulate recruiting for the railroad. While the program is designed primarily to interest the public, SP listeners have had many a chuckle as they've sat in front of their radio sets (Wednesday evening at 8 p.m. on most stations—9 p.m. at Ogden, 10 p.m. in Arizona).

A lot of employes have heard about themselves and the good work they're doing for the programs have dealt with engineers, firemen, shop men, train crews, etc. One program featured a call boy.

Several suggestions for the program have come in from employes, and have been used.

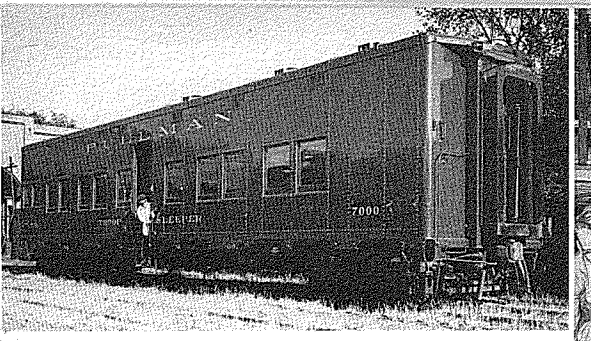
At Bakersfield, due to KPMC being off the air at the regular program time Wednesday, the program is rebroadcast on Thursday evenings at 6:30 p.m.

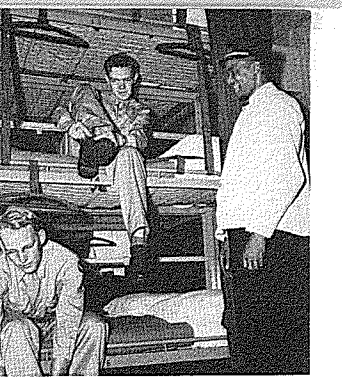
Quite a number of inquiries are coming in for the SP labor booklet as a result of "The Main Line" show, which however is designed as a general background for the other recruiting advertising the company is doing in large volume.

Many employes are strengthening the Company's campaign by serving as voluntary recruiters. They realize this is everybody's war and are urging their friends to help fill the 10,000 vacancies now open with SP. Positions such as mechanics, train- and enginemen, machinists, clerks and stenos, are a few of these vacancies. Names of prospects should be given to supervisory officers. Remember, a relative, a next door neighbor, or last week's bridge partner may be a prospect.

PROUD OF THEIR WAR WORK are these coach cleaners on the four to midnight shift at Mission Coach Yards, LA. Each night a crew of about 50 cleans the coaches of seven regular trains plus an average of three extra military trains. Their foreman is Katherine Mayo, shown at extreme right, who started about a year ago as coach cleaner to aid the manpower shortage. General Car Foreman C. H. D. Hansen paid tribute to the entire group for doing a remarkable job, and of Mrs. Mayo he said: "She gets her work lined up quickly, constantly knows what is going on, has worked out several plans to speed up the work and she has the respect and cooperation of her workers. They're getting good results."







NEW TROOP SLEEPERS

NEW DESIGN in sleeping car equipment is embodied in troop sleepers being built by Pullman Company. Exterior view shows wide door at center of car to facilitate loading and unloading. In addition to center doors at each side, cars have end doors similar to standard equipment but no vestibules. Interior view shows new triple-deck berth arrangement.

BEARING little resemblance to the conventional Pullman sleeper, yet providing most of its conveniences and comforts, a new type of sleeping car has recently made its appearance on American railroads.

The new sleeper, the first of its kind to be built in this country, has been designed for exclusive use of those in the military service and will be used in the handling of troops on long overnight trips.

Twelve hundred of these troop sleepers, shorter and lighter than the regular Pullman sleeping car, but with accommodations, nevertheless, for thirty men each, are expected to be placed in service by the end of this year. They will augment the present supply of sleeping cars, which have been carrying about two-thirds of all large troop movements. Embodying a special triple-deck berth arrangement, they will provide a separate Pullman bed for every soldier, with a full complement of sheets and pillow cases which will be changed nightly. Other facilities likewise will be in keeping with established Pullman practices.

The cross-wise arrangement of berths is similar to designs developed by Pullman Company just before the war. Berths are grouped in sections on one side of the car with the aisle running along the side instead of down the center. While the upper berth is fixed and may be used at any time, the middle and lower berths fold into exceptionally long and comfortable seats for daytime use. Gun racks are provided for each group of berths, which in itself is expected to prove of great convenience. The cars are of steel construction with heavily reinforced ends and are designed for full interchangeability with all other cars. They are equipped with high speed swing motion trucks for riding comfort.

The cars have end doors similar to standard railway passenger equipment but no vestibules. They are also equipped with wide doors on each side of the center of the car with trap doors and steps to facilitate loading and unloading.

The new troop sleepers, which are the first passenger cars to be constructed since the beginning of the war, are being built by the Pullman-Standard Car Manufacturing Company. They will be operated by the Pullman Company under arrangements approved by the Army Transportation Corps and the nation's railroads, acting through the Association of American Railroads.

"Good Work," Says Army

PRAISE for work of SP passenger representatives, Ogden and Salt Lake in handling military reservations during October is expressed by Colonel John C. P. Hanley, Zone Transportation Officer, Transportation Corps, Salt Lake City. In a letter addressed to traffic officers of all roads serving the two cities, Col. Hanley says: "The U. S. Army Reservation Bureau takes considerable pride in the results of its operations during October, when 3739 requests were handled, with but one failure. Such an accomplishment can only be attributable to the splendid cooperation of your passenger representatives who have so wholeheartedly worked with this bureau."

TOYLAND SENSATION is this miniature streamlined "City of San Francisco" on display at O'Connor, Moffatt & Co. in SF, where it daily draws large crowds of railroad fans, young and old. No toy, its four coaches hold 16 passengers, are powered by a one-h.p. electric motor. It is 33 feet long, operates on 750 feet of track at speeds of three to nine miles per hour, and has carried as many as 1600 children in one day. At the throttle is "Engineer" Diana Davalle. The train was built by the Miniature Train Railroad Co., Addison, Ill., and is valued at $2,000. Wouldn't you like one for Christmas?





FOOD FIGHTS FOR FREEDOM

"FOOD is a war weapon—even more important than bullets. Don't waste a drop or a crumb of it."

As the largest buyer of food west of Chicago—except for the Federal Government—the Southern Pacific railroad is setting an example in its dining cars on how to prevent waste, and how to use substitutes for scarce foods. Its 95,000 employes are being asked to carry that same thoughtfulness into their own home kitchens.

Despite the old belief that America is a land of plenty, federal statistics show that the United States never has had a surplus of food. Millions of Americans have in the past been undernourished because they could not afford to buy enough food. There was plenty for the rest, who got the false impression of abundance.

Heavy exports of food also gave the wrong impression, because it was not generally realized that our imports of other kinds of foods from foreign lands have always been nearly as heavy as our exports.

This year practically every tillable acre in America is growing crops. Food production has increased, compared with pre-war years. But war demands are taking 25 per cent of our farm output, and civilians have less food than in pre-war times. The shortage is evident because the millions of Americans who used to be undernourished have good war jobs today and are heavy buyers of food. In a number of our favorite foods the situation is especially serious.

You can help prevent waste. It is said that in America 20 per cent of the food supply is habitually wasted, and much of this waste can be prevented.

The job is up to you, the individual American citizen, who multiplied by 130 million is a mighty force in the "food fight for freedom."

To do your part you can: (1) raise a victory garden if possible; (2) avoid food waste; (3) substitute plentiful foods for those that are scarce, but be sure to eat the right foods for health; (4) play fair in buying foods through rationing; (5) help keep costs down by paying no more than ceiling prices.

Remember that in other lands our allies are starving. Month after month they could use far more of our food than we are sending them, without wasting a pound. Ours is a clear-cut choice. Shorten the war by giving our allies all the food we can. Sustain them, keep their factories humming, their soldiers fighting. Or, run the grave risk of dulling their spirit and will to fight.

-v-

Western Railroads In All-Out Scrap Drive

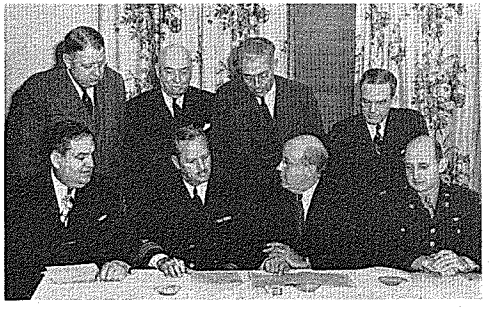
MORE than 100 officials of railroads serving the Pacific war zone met with Army, Navy and War Production Board representatives in San Francisco, Nov. 5, to lay plans for an All-Western rail salvage drive. Chairman of the conference was D. J. Russell, vice president, Southern Pacific. Principal speaker was Bert C. Bertram, chief of WPB's railroad salvage division, Wash., D. C.

Bertram outlined the urgent need of scrap iron and steel to meet next year's war prouction schedules.

Paying tribute to the railroads for their part in last year's drive, Bertram said: "The railroads serving California and other western states have again been called upon by the armed forces to yield new record-breaking tonnage of scrap metal."

In reply, Chairman Russell pledged cooperation of the western roads and his statement was supported by railway brotherhood leaders.

ALL-WESTERN RAIL SALVAGE CONFERENCE in SF, Nov. 5, was attended by (seated, left to right) D. J. Russell, vice pres., Southern Pacific, and chairman of the conference; Lt. Com. K. A. Goodwin, USNR; Bert C. Bertram, chief of WPB railroad salvage, Washington, DC; Lt. Col. P. W. Frieder, USA; (standing) R. J. Brooks, gen. chairman, BRT; M. M. Trembley, gen. rep., BRC; Don S. Neher, WPB regional salvage chief; A. F. Blangey, WPB regional salvage chief.





Leonard K. Byrne

"PRINCE OF THE ROAD"

THIS business of winning friends for Southern Pacific isn't something that involves only those of us who meet the public as part of our daily jobs. Southern Pacific's reputation for being a "friendly railroad" stems from a spirit of courtesy and helpfulness that permeates its entire organization, a spirit that often is manifested off, as well as on, the job.

Take Leonard Byrne, an electrician in Sacramento Shops, for example. Byrne's job doesn't bring him in contact with the public, but he knows the meaning of friendly, helpful service and how to put it into practice when the opportunity arises. This is attested to in a letter from Elbert G. Adams, publisher of the Livingston *Chronicle*. Mr. Adams writes:

"I learned that there is a double meaning to the expression 'courtesy of the road' as it applies to railroad men, having benefitted immeasurably by the road courtesy of an SP employe, Leonard Byrne, electrician in the Sacramento Shops.

"My car had stalled at a lonely spot about 19 miles above Auburn. I was stumped and worried, when along came a roadster. The driver stopped, got out, lifted the hood of my car and went to work. Soon he had my engine running again, but a damaged part made it doubtful if it would climb any heavy grade. Mr. Byrne said he would follow me and if my car again refused to run he would tow me in.

"Mr. Byrne declined any remuneration for his services and I can only hope that some day I can return his favor. He truly is a prince of the road."

We join Mr. Adams in saying: "Thank you, Friend-Winner Byrne!"

-v-

COVER PICTURE: "So long!" Conductor J. J. Boltano of the Southern Pacific's *Cascade-Reaver* bids farewell to Boatswain's Mate 2/c R. L. Flood of Shore Patrol, and Cpl. E. M. Ward of Military Police as they complete run at Oakland. "See you next trip!" they say. Flood and Ward also ride the *Challenger* and other trains. (Story on SPs and MPs, page 3.)

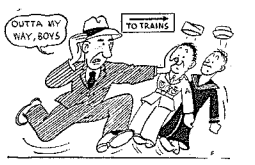
SOUTHERN PACIFIC **Bulletin** Vol. 27 No. 12

Published monthly at 65 Market Street, San Francisco, with editorial assistance from the staff of the Southern Pacific Bureau of News, in the interest of, and distributed free to, active and retired employes. Copies mailed to public upon request.

E. G. FITZPATRICK, *Editor*

Holiday Furlough Travel

"DURING this wartime Holiday Season we advise you NOT to try the train," is the theme of Southern Pacific's current newspaper advertising. It goes on to point out that a lot of service men are planning to go home by train on holiday furloughs. For some it will be the last chance to see their folks before being shipped overseas. Others who cannot get home will be visited by parents, wives or sweethearts. These people, as well as business men in war work, have first call on our facilities, and we have promised to make every effort to accommodate them. In order to do this, there can be no room for pleasure travel. There are no extra cars to take care of usual holiday crowds. So, if one of your civilian friends is planning a train trip that isn't absolutely essential, remind him (1) that he probably won't be able to obtain space; and (2) if he does, he most likely will be depriving some service man of a seat.



Our Worst Enemy

ACCIDENTS on the home front, since Pearl Harbor, have caused more deaths than the number of American casualties on all battle fronts, according to a recent report of the National Safety Council. Since December 7, 1941, 80,000 wartime workers have met accidental deaths on and off the job, and seven million have been injured. Thousands of railroaders are included in this casualty list. These shocking statistics become even more dreadful in the light of our country's acute industrial manpower shortage. They represent millions and millions of precious war production hours lost. And the regrettable fact is that nearly every one of these deaths and accidents was due to Carelessness. Carelessness is the unseen Axis partner, the "booby trap" on the home front. Avoid it! You'll be doing a favor to your family, your country and yourself.



Present With a Future

IN MAKING out your Christmas shopping list have you remembered to jot down the most important gift of all—an extra War Bond? Not only will it be a present to yourself but it will be your gift to the men of our fighting forces somewhere across the seas—one that they will be certain to appreciate. To them it may mean a newly-launched ship; or a tank rolling off the assembly line; perhaps a Flying Fortress spilling bombs over the remnants of Berlin; or a machine gun exterminating Japanimals on a South Pacific island. To you it will mean added security in time to come. So do your Christmas shopping wisely—buy that extra War Bond, the present with a future.



Charles M. Cragon, Coast Div. | Everett W. Toler, Sacto. Shops | Ernest R. Hall, Los Angeles Div. | Merle Taylor, Sacto. Div. | John F. Shields, Sacto. Div. | Warren F. Manrow, Western Div. | William N. Swain, Los Angeles Div. | Anthony Rodriquez, Coast Div. | Carlos Gonzales, West Oakland Stores | L. J. Quackenbush, Tucson Div. | B. O. Soland, Portland Div. | Ladislaus P. Gable, Sacto. Div. | Ray Eichenberg, Valuation Dept. | Elm D. Hawkins, Pass. Traffic—SF | Arthur W. Hecox, Sacto. Div. | Vernon Tregaskis, Stores—GO

Clarence Libby, Sacto. Div. | E. W. Garrison, Aud. Disb. Accts. | W. F. Hartin, Sacto. Shops | Max D. McCleary, Los Angeles Shops | Robert Cristoni, Sacto. Stores | Allen Murphy, San Joaquin Div. | Pat Agnifili, Los Angeles Shops | Lawrence D. Hubbell, Rio Grande Div. | Joe J. Dill, Los Angeles Shops | Ernest Fiene, Sacto. Div. | George W. Moore, Aud. Frt. Accts. | A. R. Swanson, Aud. Disb. Accts. | Dan W. Bates, Frt. Traffic—SF | Frank P. Pecolatto, Los Angeles Div. | Paul Farber, Los Angeles Div. | Santo A. Lapi, Los Angeles Shops

On All Fronts . . . . WITH SP FIGHTERS

BACK in SF on furlough from Farragut, Idaho, last month was **Barney Crostick**, seaman 2/c, formerly compositor in the Duplicating Bur. "Never felt better in my life," he said. Barney, who was vice pres. of the SF Bowling Assn. and one of the city's leading bowlers, showed the boys he hadn't lost any of his skill on the alleys, turning in some big 200 games. • Another furloughee was Pfc. **Clay Cather** from Fort Harrison, Ind., visiting friends in Aud. Misc. Accts., where he formerly was a clerk. Clay was a prominent member of the SP Speakers' Club, but he says he's doing more listening than talking these days. • Other former Aud. Misc. Accts. clerks heard from are **Jerry Morriss, Jr.**, and brother **John Morriss.** Jerry is a sgt. with the 937th engineers at Sioux City, Ia. He's in the camouflage division, which is appropriate, since Jerry is quite an artist. John is in the Army serving at a rehabilitation camp at Turlock. The boys are sons of Jerry Morriss, Sr., also in Aud. Misc. Accts. office.

From headquarters at Camp San Luis Obispo comes word that **George E. Browning**, former clerk on Western Div., has been promoted from 1st lt. to captain. Congratulations, George! • Sgt. **James Cottom**, 6th Armored Div., says Army life agrees with him. He has gained 15 pounds since he left his job as manifest clerk at Carlin, Salt Lake Div. two years ago to join the armed forces. He asked to be remembered to all his SP friends and said letters can reach him at Camp Cooke, Cal. • "You folks at home are doing a grand job and I know you won't let us down," writes Cpl. **Ernest F. Kelby**, with Coast Artillery in Alaska. Kelby was formerly fireman on Shasta Div. • Sacramento Shops added four stars to its service flag last month when **Edward P. Lioramento**, painter, and **Tom Jurich** joined the Army and **Andrew Fernandez**, appr. helper, car shop, and **Gene Tennant**, appr. piper, joined the Navy. • Into the Merchant Marine went Sacto Shopmen **Sidney Lindsey, Tom Nicholas** and **Manual Gomes.**

Squad leader in a Marine combat unit which has seen a great deal of action in the recent campaign against the Japs

(Continued on page 18)

BROTHERS divide their affections when joining the armed forces, judging by these pictures of the Griffins and the Days. Sailor Roy Griffin and Corporal Ray Griffin are both from Sacramento Stores. Lester Day, now an aerial gunner in the Navy, was clerk in master mechanic's office, Bakersfield; Edward, now somewhere in the South Seas with Army Signal Corps, was boilermaker apprentice, Bakersfield. The Days are nephews of A. M. Shaver, chief clerk, supt's office, Joaquin Div.

ROY J. GRIFFIN | RAY H. GRIFFIN | LESTER M. DAY | EDWARD M. DAY





SACRAMENTO STORES is represented in all branches of the armed forces by 175 of its men, 30 of whom are shown above. In this group, left to right, starting with top row, are: Wallace O. Birdsall, Vernon H. Wilkins, Don Wertman, Robt. H. Valentine, George L. Ross, Earl L. Root, Perry S. Higgins, Chas. B. Carter, Clarence P. Aymar, Theo. T. Hauschild, James A. Vasco, Albert J. Decaria, Fred Macias, Harold L. Jensen, Francis C. Hubbard, Samuel G. Tripp, Jr., Milton T. Morgan, Manuel J. Silva, James Hite, Arthur D. Root, Vere Hodge, Gregorio E. Sanchez, C. H. Perazzo, J. L. Green, F. S. McGee, M. J. Bisagno, K. C. Brown, J. B. Evans, Norman N. Turner, E. T. Thoming.

SERVING THEIR COUNTRY

13,877 men and women from SP Company as a whole (Pacific Lines, T&NO, PE, NWP, PMT and solely owned subsidiary companies) were on November 15 in Uncle Sam's uniforms at home and overseas. Names below supplement those previously published in the "Bulletin," and as lists are compiled we will print the names of others from the Company's Pacific Lines, which number. November 15, totaled **10,254**

STORES DEPARTMENT

BALLEW, Cecil L., Army (Sacto.)
BASS, William, Navy (El Paso)
BLACK, Wm. N., Army (GO)
CAMARILLO, R., Jr., Navy (El Paso)
FRAUSTO, Natividad, Army (El Paso)
HERRERA, Juan, Army (El Paso)
MARTINEZ, Pedro M., Army (El Paso)
MARTINEZ, Rafael, Army (El Paso)
MATTA, Daniel, Army (El Paso)
MORALES, Alfonso, Army (El Paso)
MUNSCH, John P., Army (Sacto.)
PINE, Clarence, Army (Sacto.)

PACIFIC MOTOR TRUCKING

CHACON, Juan L., Marines (Tucson)
DECARLI, Chas. H., Army (LA)
EDWARDS, Roy A., Army (LA)
HELWIG, L. R., Marines (Fresno)
NEWTON, Lucky J., Navy (LA)
PILCHER, Hurley M., Army (Tucson)
SCHILLING, William J., Army (SP)
STALLINGS, R. R., Seabees (Tucson)

DINING CAR DEPARTMENT

CALDWELL, Cecil M., Army (OC)
CRAVEN, Fred, Army (PC)
DANIEL, Tom Chester, Army (OC)
FEATHERS, David, Army (OC)
GAULT, Robert B., Army (OC)
GREEN, Frank, Army (OC)
HAYNES, Clarence P., Army (OC)
HICKS, Clarence, Army (OC)
HUTCHERSON, James, Army (LAC)
JONES, James A., Jr., Army (OC)
MARTIN, Paul Joseph, Army (OC)
MEYERS, Moren C., Army (LAC)
MILLS, Roy L., Navy (EPC)
MINOR, Napoleon, Army (LAC)
NEWSOM, Mack, Army (LAC)
POLLARD, Charles J., Army (OC)
POWELL, Thomas P., Army (OC)
ROSS, Alphonse R., Army (OC)
TANNER, C. L., Army (OC)
TATE, Earl, Jr., Army (OC)
TURNER, Leslie, Army (OC)
WILLIAMS, Laurence, Army (OC)

GENERAL OFFICE

Accounting Dept.:

CREIGHTON, Charles E., Army (ADA)
DeLUCA, Fred, Army (ACE)
FEATHERS, Ruth E., WAC (APA)
FOSTER, Eleanor J., WAVES (ADA)
O'BRIEN, William J., Army (APA)
RUDOLPH, Charles E., Marines (ADA)

Executive Dept.:

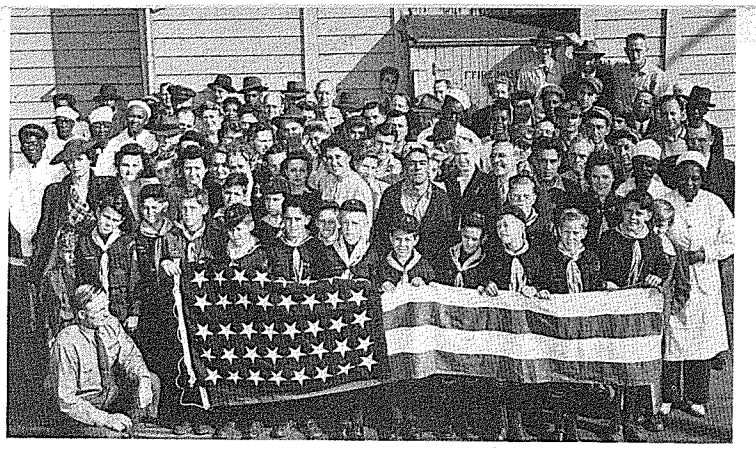
BAWDEN, Clarence E., Navy
FANTE, Thomas A., Army
WELSH, Helen L., WAC

(Continued on next page)

FATHERS AND SONS O. L. and James Parker and T. C. and Bernard Thompson are typical of many SP families where the dads are doing their war job on the home front while the boys are serving with the armed forces and each is proud of the other. O. L. Parker is roadmaster, Merced; James, who has seen action with the USCG in the South Pacific, was at one time section laborer, Merced. T. C. Thompson is at Bakersfield Shops, where son Bernard, now apprentice seaman, formerly worked as carpenter's helper.

O. L. PARKER AND SON JAMES | T. C. THOMPSON AND SON BERNARD





FLAG-RAISING CEREMONY at West Oakland Commissary was held October 30. Funds to purchase the beautiful 6x10-foot flag were subscribed by Commissary employes. Master Mechanic E. R. Auten arranged for the iron flagpole through Foreman W. Folkman and his crew, who obtained the material from the scrap pile. Present at the ceremony was a group of Cub Scouts from Cub Pack 29 of Oakland who gave the pledge of allegiance. V. K. Jones, asst. to supt. of Commissary and Cub chairman, was in charge of arrangements.

Motive Power:
O'NEILL, William R., Army
PUTRYAE, E. J., Army

Telegraph Dept.:
ZIRN, Herman P., Army

Hospital Dept.:
GRAMACCI, Albert J., Navy
SMALL, Joyce, Army
ZINK, Wiley, Navy

PORTLAND DIVISION
ALLEN, Verne A., Navy
BOZICH, Mary, Waves
BRAUTI, Erling F., Navy
GARDNER, Vincent D., Army
HARGITT, Harold, Navy
PALADLICZUK, Sam, Army
REGELE, Charles A., Army
ROBERTS, Ernest M., Army
SANFORD, T. L., Army
WILLIAMS, Bill "Ray," Navy
YOKUM, Calvin L., Army

LOS ANGELES DIVISION
ADDOMS, John, Army
ALLEN, Clifton T., Army
ANDERSON, Cecil, Army
BATES, Russell G., Navy
BRADLEY, Harold I., Army
BUTLER, James L., Army
BUTLER, Warren L., Army
CARLSON, Walter C., Army
CHRISTIAN, Wm. L., Army
FARBER, Paul, Seabees
FITZPATRICK, P. H., Army
FRANCISCO, Don S., Army
GATI, George, Army
GLUMAC, Ivon, Army
GOOD, Arthur C., Army
JONES, Howard L., Army
LEWIS, Wilkes W., Army
McLAUGHLIN, Wm. F., Army
MILLER, Jack B., Navy
NOLAN, Robert D., Army
PARK, Murwood J., Army
PHELPS, Sylvester H., Army
SPELZINI, Victor, Army
SPRAY, Harold, Army
THOMAS, John E., Army
TORRES, Joe R., Marines
WHITE, Charles A., Navy
WHITESIDE, Robert M., Army
WILSON, James, Army
YANCEY, Robert W., Navy

COAST DIVISION
AAROE, Jack, Marines
BARTER, Tom L., Jr., Navy
BECK, James W., Army
BOLT, Willard C., Army
CONNORS, Clifford F., Navy
CORLEY, Grover W., Jr., Navy
ESTRADA, Paul L., Navy
FARMER, Roland, Army
GALLO, William, Army
HAMILTON, C. E., Army
HARRIS, Raymond N., Navy
HERSHMAN, Cyrus, Navy
HILL, James M., Army
HILL, Joseph A., Army
HOEY, George W. P., Army
HOLLAND, Thomas, Marines
HUTTON, Wallace N., Marines
JEFFERSON, James E., Navy
JOHNSON, Arthur, Army
JUKES, Robert, Army
KELNHOFER, Jos. A., Army
KLEFIC, Anton, Army
KLOTZ, Robert, Army
LAMBERT, John H., Army
LANCASTER, L. P., Marines
LARSON, William, Navy
LEARY, James H., Navy
LIMON, Manuel V., Army
LINCE, Cecil M., Navy
LIOTTA, Vincent, Army
MARKEL, J., Merch. Marine
MARRAQUIN, Rene, Army
MATTHEWSON, T. L., Army
MIRAMON, John B., Army
MONK, J. W., Army
MUNDT, Paul, Army
NEUHAUS, G., Army A. C.
ROGERS, Fred G., Army
SHARP, Jack W., Army
TELLERIA, Henry, Army
TOLY, Tom, Navy
TWIST, Scott E., Navy
WATSON, Richard E., Navy
WEISS, Alfred, Army A. C.
WEISS, William, Army
WORTELL, Jean H., Navy

TUCSON DIVISION
BAGLEY, John C., Navy
PETERS, Herman F., Army
SEAL, Earl S., Navy
ZIMMERMAN, Emil, Seabees

SHASTA DIVISION
APPLEBEE, Wm. W., Navy
DAGGETT, L. R., Navy
FOX, Lonnie M., Army
GARFIELD, Lloyd F., Navy
GERRETT, Clarence F., Navy
HEMPHILL, R. E., Navy
SPARLIN, Clifford S., Navy
STANTON, Ferris C., Army
WHITE, H., Army
WITHROW, J. W., Air Corps

SACRAMENTO DIVISION
BARNETT, Rodney, Army
BARTLETT, Cecil V., Navy
BOKELMAN, Elmer L., Seabees
CLANCY, Martin A., Army
COLLINS, William F., Marines
FESTAS, Manuel B., Army
FIENE, Ernest, Army
GAMBILL, S. M., Seabees
HUFFMAN, Floyd E., Army
McCAULEY, Eugene F., Army
MULLOY, John M., Seabees

SEND-OFF FOR ROBERT SILVAS (right center), painter at Tucson Shops, was given by his fellow workers last month when he left to join the Army. Left of Silvas is Ward Evans, who presented him with a wrist watch from the men as a going-away gift.



NUNN, Chester E., Marines
O'BOYLE, Ken R., Marines
STICE, Earl K., Army
WALL, John J., Merch. Marine
WATSON, Eugene E., Navy

SAN JOAQUIN DIVISION
CATLIN, William, Army
HARBISON, Joseph C., Army
HOLLAND, Richard E., Army
JOHNSON, Lloyd E., Army
MARTINEZ, Perfecto, Army
McLEAN, Douglas F., Marines
PULOS, George J., Army
REDDING, Clyde A., Army
SMITH, George S., Navy
STOWELL, Delbert H., Army
THOMPSON, Donald R., Army
VASQUEZ, Albert, Army
VERNON, Horace G., Army
VLAHAKIS, John J., Army
VLAHAKIS, William J., Army
ZALEWSKI, S. Z., Mer. Mar.

LOS ANGELES SHOPS
ALEXANDER, Roy C., Navy
ANISTA, Nick, Army
BAKER, Earl L., Navy
BASTILE, Chauncey N., Army
BAXENDALE, John D., Navy
BEAN, Chas. M., Navy
BELMONT, Richard W., Navy
BOYD, Richard L., Army
BRADY, Donald H., Navy
BRICK, Martin J., Army
BROOMHALL, Albert, Army
BROWN, Max J., Navy
CAPDEVILLE, Chas. F., Navy
CASTENEDA, John P., Army
DEHMEL, Alfred H., Army
ESPARZA, Joe M., Army
FIORE, Tony F., Army
FORD, Ralph W., Army
GILMARTIN, Joseph A., Army
HENDRY, Michael S., Navy
HERTEL, Otto F., Army
JOHNSON, Lindley B., Army
LEE, Joseph H., Coast Guard
MACIAS, Edmond, Army
MASINO, Angelo A., Army
McKINNEY, John J., Navy
MICKENS, Arthur F., Navy
MORRISON, Ward W., Army
O'BRIEN, Thomas E., Army
O'CONNOR, James A., Navy
ORTIZ, Reynoldo J., Army
PRICE, Frank I., Army
PURVES, Walter R., Army
REILLY, Kevin J., Army
REINHARDT, Geo. M., Navy
TEEL, David C., Navy
TERRY, John F., Army
THOMAS, Earl J., Army
THOMAS, Ulysses G., Navy
UNDERWOOD, Jack H., Army
WALSH, Dale E., Navy

SALT LAKE DIVISION
BALLINGHAM, E. S., Army
BRADFORD, D. H., Army A. C.
FROST, David G., Marines
GODWIN, Francis E., Marines
MALONE, C. W., Navy

WESTERN DIVISION
BONNICKSON, B. B., Army
BROWN, Edward T., Navy
CURIEL, Salvador, Marines
DAY, Eugene C., Army
FROST, Leslie O., Army
GOULD, Harold G., Army
JOHNSON, Ernest, Navy
LYLES, Bunk, Army
MARSHALL, Joseph J., Army
PARRETT, Hubert B., Navy
PRUDEN, Bettie F., Marines
SULLIVAN, John J., Army
TEBBETT, Richard E., Seabees
TRAVIS, Henry, Army

EL PASO SHOPS
BARREDA, Manuel, Jr., Navy
BOYLE, Eduardo, Navy
ENRIQUEZ, Luis, Army
ESPARZA, Ramon, Jr., Army
GARCIA, Juan, Army
HOWARD, Mark Twain, Army
HOLGUIN, A., Merch. Marine
JEFFREYS, Jesse T., Army
KOELKER, J. F., Merch. Mar.
MARTINEZ, Fred, Navy
MENDEZ, M. V., Army A. C.
MENDOZA, Aquilino, Army
MESTA, Ruben, Army
RODRIGUEZ, Jesus, Army
SMITH, Morcle Lee, Army
VASQUEZ, Pedro O., Army
WRIGHT, James Francis, Navy
WRINKLE, Wm. A., Army

SACRAMENTO SHOPS
AGOSTA, Joseph G., Navy
AYMAR, Wilbur L., Navy
BASICH, N., Army
BELL, H. B., Merch. Marine
BROWN, Fred B., Navy
CHAPO, Arthur H., Army
EGGER, Owen F., Army
FRASER, George D., Navy
GOMES, M. T., Merch. Mar.
GROZA, Paul, Marines
JURICH, Tom, Army
KEER, Earl J., Navy
LaGRAVE, Royce W., Navy
LIVRAMENTO, E. P., Army
MAHONEY, C. P., Jr., Navy
MALICH, Sam, Army
MARAGLIA, John G., Army
MASSIE, Fred, Army
MEANS, Henry H., Army
NICHOLAS, Tom, Merch. Mar.
PENDERGAST, E. P., Mer.Mar.
PEREZ, Abelando, Navy
SHELLEY, G. W., Mer. Mar.
SHEPARD, William C., Army
SOLARNO, Lawrence, Seabees

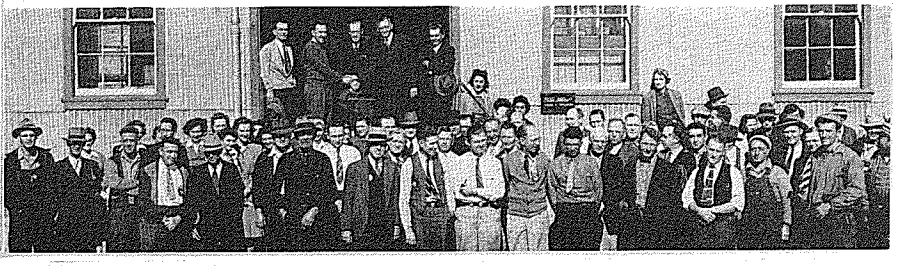
RIO GRANDE DIVISION
ANDREWS, Carl, Army
COOLEY, W. F., Navy
DUTTON, Wesley T., Army
FOSTER, Homer A., Navy
HERNANDEZ, Frank P., Army

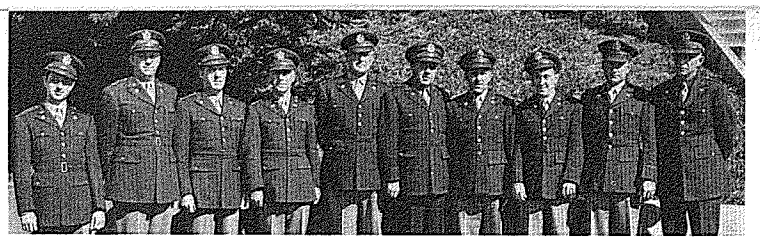


CHRISTMAS PACKAGES for sixteen boys who left their office to join the armed forces were mailed by LA superintendent's office (above) last month. Girls from personal record bureau who prepared the gifts were, left to right: Eleanor Middleton, Rose Bloom, Adeline Ridgway, Lois Tolson, Lettie Morris, Virginia Perkins, Mary Hallawell, Barbara Nelson, Viola Johnson, Lorraine Grosso. Others, not shown, were Pat Beadle, Maxine Reitman, Myrtle Intlekoffer. Pictured below is group from Aud. Pass. Accts. Office, SF, with gifts sent to fighting men. Left to right: Elsie Evans, Bertha Wipfli, Dorothy Simpson, Leah Smiley, W. W. Willson, aud. pass. accts., Jolanda McBride, Florence Cavanaugh, Frances Silcox and Eleanore Korth.



CAPTAIN CLARENCE PINE was given a hearty send-off by his fellow workers of the Sacramento General Stores last month, when he left to join the armed forces. Captain Pine is one of the fourteen SP officers of a railway operating battalion whose activation was announced in last month's *Bulletin* (others in picture on page 18). His co-workers presented him with a wardrobe grip and foot locker.





RAILWAY OPERATING BATTALION OFFICERS who last month were called by Uncle Sam for basic training, followed by training in Army tactics and military railway operations. Left to right, with former SP jobs shown after their names, are: Lt. Wm. R. O'Neill, secty. gen. supt. motive power, SF; Lt. E. J. Putryae, draftsman, MP dept., SF; Capt. H. G. Bligh, asst. chief clerk, Treasury Dept., SF; Capt. H. G. Gould, asst. sig. supvr., W. Oakland; Major W. H. Marlin, engineer, Salt Lake Div; Capt. W. P. Olson, asst. term. supt., SF; Capt. C. Pino, asst. chief clerk, Sacto Stores; Lt. T. A. Fante, asst. editor, SP *Bulletin;* Lt. D. N. MacDonald, asst. engineer, Sacto; Lt. J. W. Springer, yardman, Sparks. Other officers, not in picture taken when the group left San Francisco, are Major W. B. Sharp, Jr., trainmaster Carrizozo; Lieutenant F. A. Baker, B&B Supervisor, Portland; Lieutenant A. D. Dal Porto, engineer, Western Div.; Lieutenant H. C. Stengel, passenger car foreman, LA.

WITH SP FIGHTERS

(Continued from page 14)

on New Georgia Island in the Solomons is Pfc. **Robert S. Miller,** of San Jose, former Coast Div. fireman. • Private **James L. Coleman,** USMC, former LA Div. brakeman, had a pleasant surprise at Guadalcanal when he met his brother-in-law, who is in the Navy. • Still "somewhere in Alaska" with the RCAF, **Robt. B. Wilson** writes to say "hello" to his friends in Aud. Disb. office, SF, where he formerly worked. • Staff Sgt. **Lloyd L. Linn,** Army Medical Corps, formerly in the Pass. Bur., SF, asked Miss Inez Capshaw of Sacramento to become Mrs. Linn and she accepted. The bride and groom are living in Richmond, Va. • Wearing two battle stars on his campaign ribbons and looking fit as a fiddle, **Carl LaVo** paid a visit to friends in Gen. Pass. Dept., where he formerly was a clerk. Yeoman 2/c on a destroyer, Carl saw action at Wake and Marcus Islands. Proud father, Carl LaVo, Sr., is in Oakland City ticket office.

Greetings to former Sacto Stores associates were sent by Cpl. **Thomas N. Short,** somewhere in the South Pacific with a transport squadron. • "I notice the SP ads now read: 'Don't Ride the Trains Unless it is Absolutely Necessary' but I consider emergency furloughs necessary so I've added to my duties that of arranging the fastest transportation home for furloughees—just another friendly SP service," writes Cpl. **James Bailey** of Frt. Accts., SF, now in Alaska. • **Richard C. Wells,** formerly of Sacto Div., writes from Naval Armed Guard Center, Brooklyn, NY, that he has been promoted from 3rd class to 2nd class storekeeper. • Roswell Army Air Field, NM, reports **Carl H. Phillips,** former clerk at Oakland, was among those awarded "wings" and 2nd lt. commissions in recent graduation of bombardier cadets. • "After being here ten months we're anxious for the day we'll get back to the good old U.S.A. and see again what civilization looks like," writes Private **Martin Feibusch,** from No. Africa. Martin worked in SF Stationery Store and was also property manager for SP Dramatic Club. • Taking a hand in changing the Nazi landscape is **E. A. Jordan,** formerly with PMT, El Centro, staff sgt. with a bombing squadron stationed in England. Jordan is engineer gunner on a Flying Fortress and has been in raids over Germany.

MISSING IN ACTION

WORD has been received that Lt. **Jack D. Creeden,** former file clerk, Aud. Pass. Accts., SF, has been reported missing in action since July 22. Creeden entered the armed services the day following the attack on Pearl Harbor. He was a bombardier.

"I've Been Working on the Railroad" is the favorite tune of Capt. **Jacob N. Weese,** USMC, according to a report from the South Pacific. And good reason why, seeing as how Weese once swung a pick with a Salt Lake Div. section gang. Besides, he comes from a railroad family, his father, Henry H. Weese being a veteran SP shopman and his brother, Earl, employed by SP at Roseville. • One of the first Marines to reach the Southwest Pacific, where the Jap war machine was stopped short of its goal, was 2nd Lt. **Marvin Lee Elliott,** former LA baggage room employe. Lt. Elliott, then a Pfc., was at Pearl Harbor when the Japs attacked and his squad received a blanket citation for gallantry under fire. He has been a lieutenant since last March. His dad, M. L. Elliott, Sr., is chief clerk of LAUPT baggage room. • One of five brothers in the armed forces, Private **David R. Owens,** former SP clerk at Fresno is now in Africa. At Truax Field, Madison, Wis., is Pfc. **Marvin Duval,** former industrial clerk, 5th & Kirkham frt. office, Oakland, where his brother, R. A. "Rosy" Duval is timekeeper. His dad, Andy, is in 4th & Berry timekeeping office.

"I like the Navy just fine, but every time I hear a train whistle it makes me homesick," writes **Bill "Ray" Williams,** Portland Div. fireman, now at San Pedro. "The SP is doing a great job of helping finish the war as soon as possible," he adds, "and the boys really appreciate it." • Hoping to "help do some fighting soon and get this war over" is **Johnny A. Baker,** former painter at Bayshore. He writes from Camp Grant, Ill. and says he could use some California weather right now. • Somewhere on the Atlantic aboard a destroyer is Radio Technician Albert N. Swiggett of LA Div., according to his dad, Roy Swiggett, who retired as baggage clerk, LA, last year. • "You fellows in the SP family keep 'em rolling and we'll keep 'em running," writes Willis E. Siefer, MM2/c, USN, formerly at Sacto Shops. Willis says he received letters from fellow employes as a result of War Service Day and was mighty glad to get 'em. "Sparky" Heilbron writes that **Ernest Fiene,** husky six foot three Roseville yard clerk, is now an MP somewhere in Alaska. Fiene is son of George Fiene, Sacto Div. engineer. • Somewhere in No. Africa is Pfc. **Albert Vasquez,** former section laborer, San Joaquin Div.

Lieutenant **Dave Ayers,** USN, formerly of PFE Co. in San Francisco, and son of D. T. Ayers, supt. frt. car service for SP, is now asst. commander of a mine division unit on duty in the Atlantic, after having been for some months an instructor at the Naval Mine Warfare School, Yorktown, Va. • Two SP men who received promotions in the USMC in San Francisco are **Stephen G. Vaccaro,** former carman, SF, and **Walter S. Wright,** former clerk in SF dist. frt. office. Vaccaro has been made a corporal, Wright a sergeant. • News from Carlin, Nev., tells that **Nello Albi,** laborer, has been honorably discharged from the Army, after serving 18 months with a hospital unit. He was with the first group invading Sicily, and also saw action in Tunisia. In the USN boot camp at Camp Farragut is Wm. A. **Smith,** former carman's helper, Carlin. Oil Tender **Lawrence Willison,** Carlin, left Nov. 15 for Fort Douglas for Army induction.

Sacto Shops reports: Air Cadet **Wm. E. Yinger,** former machinist, finished training at Cortland, Ala. He says "hello" to the boys and would like to hear from them. Private **Raymond Lannon,** former mach. appr., now stationed at LA. **Eugene Duart,** former mach., writes from Honolulu he has been promoted to machinist mate, 1/c. **Joseph Smith,** formerly of wheel foundry, is Army staff sgt. at San Bernardino. His dad, Rev. Herbert Smith, is working at the Shops and is active in the War Fund drive.

News from SF Genl. Frt. Dept.: Chief Petty Officers **Lloyd McVeigh** and **Dan Bates,** both instructors at San Diego Naval Base, were recent visitors. **Cole Williams** has been made ensign and is at Alameda Air Base. Cole just completed his OCS at Harvard. Heading for OCS is Petty Officer 1/c **Waldon A. Gregory.** He will be at Columbia University until graduation in February. Lt. **Joe Riordan** has been moved right in the middle of things in Italy. He saw action in North Africa and Sicily with a medical detachment. Another visitor was Lt. **Hunt,** former city freight agent at Los Angeles, now in the Transportation Corps at Ft Mason. Lt. **Robert Wheeler** had two reasons for congratulations on his recent visit: his pilot's wings and his marriage, Nov. 7, to the former Mavone Milloy. Bob will be flying bombers at Mather Field for the next few months. **Kenneth C. Wiersema,** former city freight agent, SF, has been promoted from major to lt. col. He is stationed in North Africa. Pfc. **M. H. Seaman** (of the Army, believe it or not) had his first furlough in a month of Sundays and visited the SF office. He comes from the LA Freight Dept. A letter from **Jim Durnford,** former NWP agent at Arcata, says he has been promoted to 1st Lt. He is in Northern Ireland in the Transportation Corps.

With the troops that landed on Attu was Pfc. **H. L. Elander,** former PMT driver, Dunsmuir. • That our boys in the armed forces keep up with what we're doing on the home front is shown

SEE BACK PAGE AND ELSEWHERE FOR OTHER SP MEN IN UNIFORM

PRISONER OF WAR--CITED FOR BRAVERY



Corporal Canzoneri

HEROISM of Cpl. **Joseph A. Canzoneri,** former piper helper in LA Shops, after a collision between two trains in Sicily, one of the trains carrying gasoline and ammunition, has earned him the Soldier's Medal, the War Department announced. Corporal Canzoneri volunteered his services as a member of a locomotive crew to remove to safety another loaded train on an adjacent siding which otherwise would have been destroyed. "His actions, even though in danger of death or injury from flying shell fragments, resulted in the saving of badly needed supplies and prevented serious damage to vital railroad facilities," the citation read. "The action of Cpl. Canzoneri reflects the highest credit upon himself and military service." Member of a railway operating battalion, Canzoneri entered military service July 1942. He is a cousin of Tony Canzoneri, the world famous boxer.



Lieutenant Brown

SHOT down over the North Sea last June and reported lost, Lt. John F. Brown, former clerk, Aud. Misc. Accts., SF., is a prisoner of war in Germany, according to word received by his parents. Flight navigator on a B-17, Lt. Brown and his radioman were the only members of the crew of four officers and six other men on the ship whose rescue was reported. Lt. Brown joined the armed forces in Jan. 1942, received his "wings" and commission the following September. In a letter to Pres. Mercier, Brown's mother writes: "We have received four cards from him. He says thanks to the Red Cross he is eating well and getting along alright. In case any of his friends care to write, letters should be addressed: American P.O.W. Mail, 1st Lt. John F. Brown, American P.O.W. No. 1959, Stalaz Luft 3, Germany.



WILKES LEWIS, assistant general yardmaster, LA, was given an enthusiastic send-off by a large group of fellow workers at the Taylor Yard office, Oct. 29, when he departed for a California camp to assume his new duties as a captain in the Army. He has 23 years' service with SP.



CHARLES FLYNN, clerk in Genl. Frt. Dept., SF, was presented with a silver identification bracelet by fellow employes, Oct. 29, before he left for Missouri University for specialized training to become an ensign. Chief Clerk H. D. Swanson (right) made the presentation.



GET-TOGETHER DANCE for Southern Pacific, Pacific Electric and Pacific Motor Trucking employes and their families at Long Beach, Nov. 6, was such a grand success that a move is under way to organize a permanent social club. At left is committee which arranged the dance and is helping organize the club. Left to right: B. C. Swinney, Hester Amidon, H. C. Delaney. "We feel that right now, when the going gets a bit tough occasionally, a 'shot' of fun is a real morale-builder," they say. "So, let's keep up the good work!"



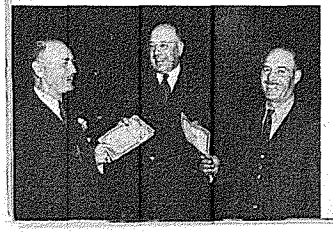
in letters from Pfc. Leonard Z. Garzo and Sgt. Elmer Mansueti. Referring to an item he saw about Mexican Nationals helping the railroad do its war job, Garzo writes: "I am glad to read that my people from Mexico are doing their best to win this war, too." He adds he's anxious to be back in Willcox, Ariz., "working for my same old foreman." Mansueti, former Roseville tenderman, now at Truax Field, Madison, Wis., says: "The men and women are doing a nice job of keeping them rolling and buying War Bonds. Their work is just as important as ours in winning this war."

Pvt. Al Ohman, aud. frt. accts., SF, a mere shadow of his former self, dropped in to visit friends recently. Al, who has been undergoing extensive training in the Imperial Valley, dropped from 243 to 208 lbs. • Back from Alaska and displaying several new campaign bars was Donald Sheldon of the Army Air Corps. A former audr. frt. employe, he spent time visiting friends in the general office. Visitor to the *Bulletin* office last month was Wm. E. McIver, former fireman on Portland Div., now water tender, first class, USN. McIver, who is with a salvage unit, has served in three wars, having been in the Mexican Expedition and World War I. "I just wanted to show 'em we old guys still know how to fight," he said.

Sergeant Ernest Rothery, formerly in Hospital Dept., writes he is enjoying the scenery "somewhere in England." • Pfc. Wm. G. Petty, of Tucson, is now stationed in India, according to word received by his parents. • "From my experiences, we've still got a few tough fights ahead of us," writes Cpl. Vernon Edwards, formerly instrumentman, LA Div. Edwards was in on the invasion and battle of Attu and Kiska. On Attu he met John Bryon, formerly of Shasta Div., and the two spent many pleasant hours discussing the SP.

Only man in uniform, so far as is known, to be guest of honor at a "baby shower" is Cpl. John Othus, former pass. clerk at Portland. The shower was given him by the boys at the Portland Induction Center, where he is stationed, when his wife presented him with a baby girl, Rita Jane, on November 6.

CHAMP WAR BOND BUYERS are A. G. Giannopulos (left) car inspector, and Spiros Vasilakos, freight car repairman, San Jose Car Dept., shown being presented with bonds by M. J. Seimas (center) car foreman. Giannopulos and Vasilakos each bought $2,000 worth of bonds in the Car Dept.'s recent drive.



News From Our On-Line Reporters

Blood Donors from Western Div. have contributed 602 pints to the Oakland Blood Bank since War Service Day. Leading donors at West Oakland are Dermit Kysh, wood preserving plant clerk; Tracy Shuffleton, roundhouse machinist; Charles Brown, Ernest Blois and Agnes Emmett, Stores Dept.; Nelson DeLong and Joe Ricciardi, carmen; Irene Shattock, signal dept.; Rea Shortt and Larry Hickerson, clerks, 5th & Kirkham, each having given four pints.

- V -

War Bond Champs roster had the names of E. J. Russell, gen'l warehouse foreman, Fresno, and Robert Bauer, teller in cashier's dep't, 4th & Berry freight office, added last month. It is reported that Russell has bought so many bonds through payroll allotment he has nearly reached his limit of Series E bonds. Bauer, who has sold thousands of dollars worth of bonds to employes, himself bought $1,500 worth during October. Hats off to these attack-backers!

- V -

"Dear Buddy," is the way Reporter Leroy Magers leads his news items this month, writing them in the form of a letter to Tucson Division's members of the armed forces. "Our good friend J. J. Cowin is retiring at the end of the month," writes Magers, "and I know you join us in wishing him the best of luck. He has been dispatcher, chief dispatcher, division examiner and trainmaster. . . . The shopmen formed a band and are bashful about playing in public but after the swell job they did in the Armistice Day parade they shouldn't worry. Ludwig Nagle is leader. . . . The work at Yuma east yard is coming along and soon a new yard will be in operation there. . . . Right now we're giving our support to the War Chest drive at Tucson with our boys and girls doing their full share. . . . We want a picture of everyone of you fellows in service on our wall in the superintendent's office, so if yours hasn't been sent in, please send it the first chance you get. . . Best wishes from all of us."

- V -

Wedding Bells were replaced by engine bells and the bride and groom marched down the aisle of a passenger coach instead of a church at a unique wedding ceremony aboard the *Sunset Ltd.* at Yuma recently. The couple had planned to be married before taking the train at Los Angeles, but the marriage license bureau was closed. Then they decided they'd be married in Yuma, but the train didn't stop there long enough. Southern Pacific came to the rescue, however, and when the train rolled into Yuma, there was R. A. Ruderman, TR&PA out of Phoenix, waiting with a Justice of the Peace and a big bouquet for the bride. They swung aboard, and



KEEPING 'EM ROLLING at work and at play are these railroad traffic men and Ft. Mason Army transportation officers, who cooperate closely at work but are friendly rivals on the bowling lanes. Railroad team, front row, left to right: Chas. Flood, Bill Boyer, SP city freight agents; Frank Diperno, AT&SF; Hal Fink, secty. to SP genl. freight claim agent; Chas. Rodney, chief clerk, SP Military bureau. Back row: Capt. John J. Hess, Capt. L. J. Carr, Major Ben Watson, formerly in executive dept., Southern Pacific of Mexico; Capt. Tom O'Connor, Lt. J. T. Crawford.

with a couple of the groom's Army Air Force buddies for witnesses and a carful of cheering passengers for wedding guests, the ceremony was performed.

- V -

Former World Champ of the welterweight division, Ceferino Garcia, who drove a wicked right to the chin of many an opponent, is now driving a truck for PMT in Los Angeles. A veteran of 18 years in the fight game, Garcia is no longer a welter-weight, hitting the beam around 165 lbs. He visited San Francisco recently seeking information about his people in the Philippines.

- V -

Guest Speaker at dinner meeting of the Junior Traffic Club in Portland, Nov. 3, was George Leslie, car service agent. Following a talk on car supply under war conditions, he answered many questions concerning car distribution.

- V -

Four Months After she stepped off the *West Coast* at Corning, Mrs. R. D. Owen of that city felt a chilly October breeze off Mt. Shasta, unsuccessfully searched for her top coat. Finally remembering she left it on the train, she called on Agent C. H. Ludwig, who traced the coat to Portland, had it returned. "It vindicates my belief that most people are honest," said Mrs. Owen.

"Midwife McCorkle" is what the boys on Tucson Div. are calling Conductor C. W. McCorkle since his recent experience on the *Californian* when the stork climbed aboard to deliver a bundle of bliss for Mrs. James W. Loethen. After fruitless efforts to locate a doctor, McCorkle was called upon and responded nobly. At Tucson, mother and daughter were removed to a hospital, where they have been the center of attention among railroaders. To show their appreciation, the Loethens named their daughter Shirley Patricia. "Miss S. P. Loethen," said the mother. "It's a nice tribute and an equally nice memory."

- V -

Jumbo Waybill: Some time ago the *Bulletin* ran a picture of Camp Adair's six-foot waybill, wondered if it was the biggest on record. Now comes John L. Ferrell, our Stockton reporter, with a report that Stockton-to-Oakland Waybill No. 3136 of Feb. 20 1942, measured 12 feet, 2 inches of typed space. "Stockton is wondering if any station can beat this record," Ferrell says.

- V -

SP Club of Sacramento is making plans for a great Christmas party and show, with Club and professional talent taking part, according to Fred Moseley, *Bulletin* reporter. The Club has been quite active during the past month, holding its annual turkey draw, Nov. 18, and a dance, Nov. 27, with the Club band furnishing the music.

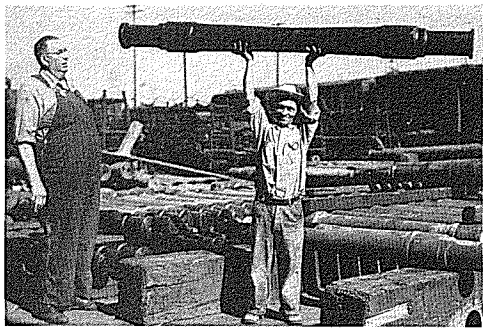
- V -

Alertness of SP forces at Roseville was credited with preventing further damage to property last month when a $15,000 fire swept a building across the street from the yard office. Clerks discovered the blaze about 5 a. m., and switch engines, equipped with fire-fighting apparatus, and a fire train, in charge of Charles Williams, asst. master mechanic, helped bring it under control.

HALLOWE'EN DANCE given by SP Club at Bakersfield, Oct. 30, was another demonstration that play helps make the wheels go 'round, as railroaders and their families put aside dull care to enjoy an evening of hilarity. On the committee in charge of the enjoyable affair were (below, left to right): F. Nichols, head crew dispatcher; Mary Alice Palmer, steno; E. W. Smith, head clerk, MP&C dept.; Sylvia Marchino, steno; K. E. Armistead, station clerk; J. Rohatsch, fuel clerk; Hazel Eystad, personal record clerk; Amy Crouch, head telephone operator; H. Green, supervisor's clerk; Michael Boghanno, club president and *Bulletin* reporter.







"HOW DOES HE DO IT?" wonders big George Davenport, machinist Sacto Shops, as "Little Giant" Antonio Russo, laborer, demonstrates his amazing strength by single-handedly lifting a 750-lb. steel car axle—well, at least it looks like one, doesn't it?

PROMOTED & NEW JOBS

Motive Power: Roundhouse Foreman S. Whiteman, San Luis Obispo, has been advanced to genl. foreman, a newly-created position. He started with SP as mach. apprentice at Mission Bay in June, 1917. ● Lester R. Kauffman, from boilermaker to night foreman, boilermakers, Brooklyn. ○ Albert E. Johnson, from asst. toolroom Foreman to genl. foreman mach., LA Shops, succeeding John L. Baner, retired. Johnson started as mach. in Jan., 1912. ● Other LA Shops promotions: Geo. T. Gillingham to depl. foreman. mach.; LeRoy H. Walters to foreman mach.; Harry P. Manning to foreman mach.; Edw. E. Denyer to asst. foreman mach.; Edgar G. Enslen to asst. foreman mach.; Geo. H. Oliver to asst. foreman mach. ● Thos. Wilson to dept. car foreman, Tracy. ● Golden E. Gehlken to foreman frt. repairs, Tracy. ● Walter J. Poole to foreman coppersmith, W. Oak. ● Eugene L. Terry to asst. foreman frt. insp., W. Oak. ● Clayton C. Morris to foreman car insp. and repairmen, K. Falls. ● Walter B. Abbott to mach. foreman, Dunsmuir. ● John H. Doherty to foreman boilermakers, Sparks. ● M. D. Crosby to foreman mach., Sparks. ● Alan W. Rock, Jr., to frmn. mach., Sparks. ● Arnold C. Deardorff to RH frmn., Crescent Lake. ● Lyle H. Reddick to RH frmn., Crescent Lake. ● Nicholaus Tweitmann to dept. coach cleaner frmn., SF. ● Earl J. Mohr to frmn. coach cleaner, SF. ● Harley Nicely to asst. RH frmn., Tucson. ● Kenneth C. Rarick to frmn. mach., Taylor Shop, LA. ● C. V. Allison to night car frmn., El Paso. ● Jack Burke to asst. frmn., pass. repairs, W. Oak. ● In SF office, Geo. Starkweather to secty. to asst. gen. supt. MP; Dale Fante to secty. to office mgr; Anne Bruce to steno-clerk; Edna May Ruzika to steno-clk; Daisy Warda to asst. shop force record clk.; Shirley Frame, steno in engr. of tests office. Vic Reed moved to new position in drafting room.

Stores: Sacramento: John R. Jewell to 3rd asst. supply car strkpr; James Pfitzner to crane frmn; C. L. Langford to store attendant; G. E. Gore to truc-lift opr.; E. R. Sheldon to stock book typist; Wm. C. Worthy to gang frmn.; Elva Mae Becker to jr. register clk. ● West Oakland: Dennis Shea and Golda Black to store helpers "B"; Hugo Schwarzmann to store helper "A"; Pietro Masciovecchio to gang leader; Chas. F. James and Julia A. Stramaglia to commsy. store helpers; Lillian I. Tilden to store deliveryman; Roland D. Patton to truck driver; Angeline Marhold to abstract and report clk.; Luisa Moss to trucker; Lucille N. Chumo to compt. opr.

Engineering: C. L. Nelson to asst. div. engineer, headquarters Sparks, effective Nov. 1. ● G. C. Tipton to acting asst. water service supvr., headquarters El Paso. ● H. Garrett to asst. signal supvr., Douglas. ● C. E. Conlin to track inspr., headquarters SF. ● J. D. Mariani to genl. track frmn., Sparks. ● Edward F. Revaleon, for twenty-seven years in various positions with the Engineering and Valuation Departments at the General Office, was appointed special representative, chief engineer's staff, effective November 16. to handle various matters in connection with the Mexican Nationals in maintenance work.

Operating: Effective Oct. 1 A. J. LeBourveau was appointed chief dispatcher, Sacto Div., succeeding O. T. Stackpoole, whose retirement was announced last month. LeBourveau, known far and wide on the railroad as "Frenchy," started his career as a telegraph operator in 1902. He was with Sacramento Northern from 1907 until 1912, when he returned to Sacramento Div. as dispatcher at Dunsmuir. He had been asst. chief dispatcher at Sacramento since Sept., 1942. ● In office of VP&GM, SF, W. R. Hoops was promoted to chief clerk, Appropriation Bureau; E. A. McDowell to secretary to VP in charge of operations; L. D. Blake to secretary to genl. manager; R. B. Robins to secretary to asst. genl. manager. ● H. F. Elliott to roadmaster, Tillamook, Ore. ● O. D. Allison, has been assigned permanently to trainmaster, Roseburg.

Traffic: Passenger: E. O. Lewis to asst. genl. baggage agent, SF. Lewis formerly was agent, 65 Geary Ticket Office and his new appointment resulted in the following promotions: W. A. Carr, to agent, 65 Geary Ticket Office; C. D. Farrar to asst. agent, 65 Geary; L. E. Renner to agent, Ferry Ticket Office; M. L. Aronson to agent Third St. Ticket Office; G. E. Van de Venter to asst. agent, 95 Market Ticket Office. ● George A. Crane to newly-created position of trav. passenger agent, Colton. Carl Bergantz to station pass. agent, Ogden. ● Freight: Effective Oct. 16, C. R. Parker became dist. freight agt. with headquarters Santa Ana, succeeding A. L. Morgan, retired. ● In Genl. Frt. Dept., SF, clerical promotions were received by Margaret Bolton, Verva Rocke, Ruth Neilson, R. M. Font, D. F. Diemer, H. W. Timmerman, J. T. Eagan, Mercedes Guzzo, Dave Lee, J. C. Smith, Lillian Ward, J. H. Scott, G. L. Rose, Miss A. P. Sullivan and Mrs. H. P. White.



EDNA L. GILBERT was guest of honor at this gathering of General Office ladies and friends in SF, Nov. 27, three days before she retired as head clerk, voucher bureau, Genl. Mgr.'s Office. Right: About to be served the first piece of cake by Miss Gilbert is J. H. Dyer, retired vice president in charge of operations, who was special guest at the party and with whom Miss Gilbert was associated during much of her career. Paying tribute to her faithful service, Mr. Dyer said: "She has been a real railroader," an opinion shared by many employes throughout the system whose esteem she won during her 36 years with the Operating Dept. For details of her service see "Retired."





ALL-TIME ATTENDANCE RECORD for annual Victory Dance of SP Club of San Francisco was established Nov. 20, when 1300 persons filled two ballrooms at the Fairmont Hotel. Photo shows portion of the crowd which included 500 officers and servicemen who were guests of the Club. Drawing for 100 valuable prizes was a feature of the event. Chairman was Art Harris, assisted by George Frey, Harry Tattenham and Ed Gibson.

BORN

Mr. and Mrs. J. J. Kenny proudly announced the arrival of an 8-pound daughter, Jacqueline Joan, Nov. 6. Kenny is demurrage clerk, 4th & Berry Frt. Office, S. F. ● To Mr. and Mrs. Savino L. Gomez, a daughter, Oct. 23. Gomez is carman, El Paso Shops. ● To Mr. and Mrs. Wm. Greenham, a son (their second), Nov. 4. Greenham is clerk in tariff bur., Genl. Frt. Dept., SF. ● A son was born to Mr. and Mrs. Harold I. Bradley, Sept. 19. Bradley, former laborer on LA Div., is Pfc. in Army Air Corps. ● Jo Ann is the name of the daughter born to Mr. and Mrs. Art Atchinson, Oct. 13. Atchinson is timekeeper, Western Div. ● To Mr. and Mrs. John Cloherty, an eight-pound daughter, Margaret Elizabeth, Sept. 15. Cloherty is clerk, 4th & Berry Frt. Office. ● To Mr. and Mrs. Walter Jennison, a daughter, Terry Jane, Oct. 13. Jennison is coach reservation clerk, LA Gen. Pass. Dept. ● To Mr. and Mrs. Matteo LaFranco, a son, Oct. 22. LaFranco is blacksmith, Sacto Shops. ● Proud parents of a baby girl, born Oct. 20, are Mr. and Mrs. J. M. Sanchez. Papa is a Sacto shopman. ● It's a son, born Nov. 10, who's the center of attention at the home of Mr. and Mrs. Henry E. Ludwig. Ludwig is asst. foreman boilermakers, El Paso Shops. ● Nov. 9 was the happy day when a son was born to Mr. and Mrs. Fred J. Barth. Barth is machinist, El Paso Shops. ● To Cpl. and Mrs. John Othus, a daughter, Rita Jane, Nov. 6. Othus was formerly pass clerk, Portland. ● To Mr. and Mrs. E. J. Warnock, a son, born in October. Warnock was formerly timekeeper, Portland, is now an air cadet, Coeur d'Alene, Idaho. ● To Mr. and Mrs. Philip Fey, a daughter, Oct. 22. Fey is machinist, W. Oak. roundhouse. ● To Mr. and Mrs. Marshall Ravenscourt, a son, Oct. 26. Ravenscourt is leader carman, W. Oak. ● To Mr. and Mrs. Frank Torresi, a daughter, Sept. 28. Torresi is pass. carman, W. Oak. ● To Mr. and Mrs. Peter LaTorre, a daughter, Nov. 14. La Torre is pass. carman, W. Oak. ● To Mr. and Mrs. Lyman Perkes, a son, Oct. 1. Perkes is estimator, Salt Lake Div. eng. office. ● To Mr. and Mrs. Evan Chenev, a son, Oct. 15. Cheney is timekeeper, Ogden. ○ To Mr. and Mrs. Wm. Campbell, a son, and to Mr. and Mrs. Tom Bakewell, a daughter. Campbell and Bakewell are firemen, Montello. ● Mr. and Mrs. Joseph C. Schiro, a daughter, Nov. 9. Schiro is in Sacto boiler shop. ● To Mr. and Mrs. Ed. Sharon, a daughter, Oct. 26. Now a soldier, proud papa was formerly traveling agent, Central Dist., PMT. ● To Mr. and Mrs. Richard E. Bailor, a daughter, Oct. 24. Bailor, who is PMT driver at Tillamook, Ore., says

Accounting: Effective Nov. 8, Elmer S. Fewtrell was appointed asst. auditor equipment service accounts, a newly-created position. Fewtrell entered service Nov. 1905 as a clerk in the Accounting Dept. and since Oct. 1941 had been chief clerk of Equip. Service Accts. office, which position has been assigned to Henry Flemer, formerly chief clerk of the per diem bureau.



LUNCH TIME at LA Shops is brightened by the presence of these girls from the office who meet on the office stairs to enjoy a snack and a bit of relaxation from their busy jobs. They are: Myrtle K. Gross, Dorothy F. McMullen, Ester V. Lanphear, Eleanor L. Stratton, Beverly B. Powell, Mary Virginia McIntosh.

some day he may break Eddie Cantor's record, this being the third daughter. • To Mr. and Mrs. Gene Falloon, a daughter, Nov. 9. Fallo n is carman, Sacto Shops. • To Mr. and Mrs. C. A. Axelson, a daughter, Nov. 4, and to Mr. and Mrs. Geo. A. Campana, a son, Nov. 14. Axelson and Campana are in Disb. Accts., SF. • To Mr. and Mrs. L. Masini, a son, Nov. 19; to Mr. and Mrs. Alphonse Chicago, a son, Nov. 12; to Mr. and Mrs. Harold Coffee, a daughter, in Oct. Masini, Chicago and Coffee are employed at Sparks Shops.

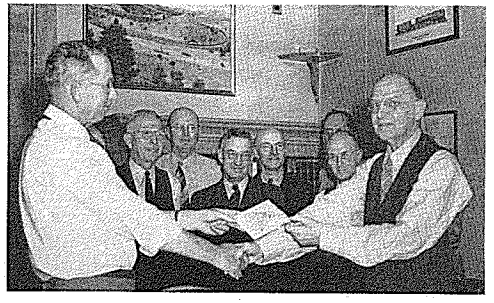
RETIRED

Sacramento: Carman John Cintola, Sept. 30. Entered service Oct. 20, 1922, in Car Department at Roseville, where he spent his entire career. • Conductor Charles B. Poppe, Sept. 25. Entered service Sept. 29, 1902, as brakeman, promoted to conductor in 1910. • After serving the soldiers of three wars as a passenger conductor, Mathias H. Flock retired Oct. 30. Started as a brakeman Aug. 9, 1897, promoted to conductor Oct. 20, 1900, transferred from lines in Oregon to Sacramento Division April 1, 1904. • William E. Clark, engineer, Aug. 7. Employed May 22, 1901, as fireman, promoted to engineer 1907. • Frederick D. Raymond, engineer, Oct. 30. Started Aug. 1899 as laborer; Sept. 1900, promoted to fireman and July, 1905, promoted to engineer. • William Henry Sommers, conductor, Oct. 20. Started as car repairer in March, 1901, in Wadsworth, Nev., and transferred to train service June 1, 1903. Promoted to conductor April 30, 1913. • John Alturas Fleckner, lead workman, Gerber, Oct. 30. • Annuities approved: Albert A. Gresens, teller clerk; Eva A. W. Hakemoller, messenger; Fred G. Leighton, hostler helper; William J. Morley, conductor.

Coast: Norman W. Steece, yardmaster, Oct. 19; entered service July 4, 1920. • David J. Makepeace, clerk, Oct. 21; entered service April 1, 1914. • Sotirio G. Tjogas, passenger carman, Sept. 30; entered service Sept. 15, 1922. • Annuities approved: William H. Berlin, roundhouse foreman; William F. Carroll, brakeman; William L. Maxwell, red cap porter; William R. Wilder, conductor; John H. Wilson, crossing watchman.

Western: John Figliola, car cleaner. Was with IER at West Alameda before coming to W. Oak. In service since 1912. • Neash Allsopp, painter helper, W. Oak., Oct. 15. Started with Car Department in 1917 as car cleaner. A farewell party was held by the women workers of her department and she was presented with a number of gifts. • Annuities approved: Ramon Camacho, section laborer; Marcus F. Morey, crossing flagman; James Segedin, stower; George T. Winwood, conductor.

HALF CENTURY OF SERVICE and still going strong is the record of C. O. Miller (right), supervisor of employment, Sacramento Shops. Picture taken Nov. 3, shows Miller being congratulated by A. B. Wilson, supt. motive power, in presence of office associates and shop foremen (in background, left to right), H. C. Venter, supt. shops; S. S. Harris, schedule foreman; W. J. Taylor, gen. foreman, loco. dept.; W. H. Pugh, mach. shop foreman; A. Kropp, chief clerk; C. J. Williams, gen. foreman, boiler shop. All of Miller's service has been in the office where he served as messenger, timekeeper, then clerk until July, 1942, when he took over his present duties.





NINETY-FOUR YEARS is the combined service record of G. E. Matteson (left), telegrapher in HU office, LA, who retired Nov. 1 after 48 years with SP, and M. H. Flock, who retired Oct. 30 as conductor Sacramento Div. after 46 years' service. See "Retired" for details.

Los Angeles: William B. Simpson, engineer, Sept. 30; entered service on San Joaquin Division May 26, 1901. • John F. Hack, engineer, Nov. 8; entered service 1900 as car cleaner, became fireman in 1902, engineer in 1913. He is a brother of W. L. Hack, Sacto. Div. supt. • Annuities approved: Jesse J. Childers, yardman; Archibald J. Dixon, yard clerk; Patrick Hoban, engineer; Preston C. Hurt, assistant chief claim clerk; Albert W. Paugh, brakeman; Philip Steger, yardman; Rufus W. Upshaw, car cleaner.

Portland: Ray W. Jackson, assistant general yardmaster, Brooklyn, Oct. 15; after 40 years' service which began in Roseburg. • Annuities approved: Daniel H. Dunkin, roundhouse foreman; August C. Goettsche, engineer; Kazimir Katshen, machinist; Charle J. McCann, section laborer; Clyde H. McClung, engineer; Archie E. Million, brakeman; Orlin U. Putnam, carman.

Telegraph: G. E. Matteson, telegrapher, HU office, LA, Nov. 1, after 48 years as railroad telegrapher, 34 of them with SP. For 18 years he was manager of the old NG office at Central Station.

Los Angeles Shops: Edward M. Allen, pipefitter, Sept. 9; entered service April 12, 1928. • Robert L. Toler, freight carman, Oct. 25; entered service Feb. 14, 1919. • John L. Baner, gen'l foreman machinist, Oct. 31; entered service Sept. 12, 1912. • Annuities approved: William Hodsdon, painter; Nick J. Mahan, laborer; Charles E. Burke, storekeeper, Los Angeles General Stores; Arthur S. Hovt, delivery foreman, Los Angeles General Stores.

El Paso Shops: Annuities approved: Guillermo E. Villasenor, machinist.

Rio Grande: Annuities approved: Thomas Davis, brakeman; Lorenzo L. Olascoaga, track laborer; George P. White, brakeman.

Sacramento Shops: Annuities approved: Gaetano Bernardini, blacksmith helper; Albert E. Dodge, crane operator; Mike Lasich, blacksmith; Tony Pitalo, blacksmith.

Salt Lake: Annuities approved: Lawrence M. Black, conductor; Frederick DeGroot, boiler washer; Ernest Hayes, machinist; Satoro Kimura, track laborer; Albert Smith, motor car repairer.

(Continued on page 26)



PENSIONERS HONORED

Retirements during recent weeks were the occasion for gatherings of SP folks at several points on Pacific Lines. Top picture shows a group from Aud. Frt. Accts., SF, who honored Wes Howland (standing, fifth from left) upon his retirement after 37 years' service. Right: Veterans and fellow workers extended best wishes to John D. Easter and John Jackson (seated center), who retired as sheet metal workers, Taylor roundhouse. On each side of Easter and Jackson are seated retired machinists J. A. Hook, M. J. Lee, Louis Prento and Henry Haungs. Easter and Jackson completed their service without a reportable accident. Below is shown Jesus L. Gandara (front row, center), who was presented with a gift by fellow employes of El Paso Shops when he retired as machinist Oct. 30. Picture at bottom was taken at retirement of Richard F. Wallace, pipefitter and coppersmith foreman, W. Oakland roundhouse, Oct. 30. Wallace, standing third from left with Mrs. Wallace, was presented with a wrist watch.







POPULAR GENERAL FOREMAN John L. Baner (center) of Los Angeles Shops was honored by a large group of fellow employes on the eve of his retirement, Oct. 30. As a farewell tribute he was presented with a check and several other gifts. Picture shows James E. Hays, secretary of Machinists' Local No. 1422, making presentation, with Mrs. Baner looking on.

RETIRED: (Continued from page 24)

San Joaquin: Annuities approved: Paul O. Nikolaus, section foreman.

Shasta: Annuities approved: Otto E. Dill, engineer; Harry Marsh, engineer; Benjamin H. Perry, carman.

Tucson: Annuities approved: Pedro Valadez, section laborer.

D. C. H. & R. Dept.: Annuities approved: George F. Klink, dining car supervisor.

General Office: Edna L. Gilbert, head clerk, Voucher Bureau, General Manager's Office, November 30. Miss Gilbert entered service as stenographer in Tucson Division Engineer's Office, August 30, 1907, transferred to Superintendent's Office, Sacramento Div., 1914; to office of Assistant General Manager, Northern District, Portland, in 1916, and to office of Assistant General Manager, SF, in 1918. • Annuities approved: John L. Beane, store order clerk, Accounting Department; Gaetano M. Beronio, assistant supervisor station forces, Operating Department; George Emrich, statement clerk, Accounting Department; John F. Lynn, clerk, Equipment Service Accounts.

DIED

Coast: Sidney D. Bryant, Jr., fireman, Oct. 4; Charles A. Anderson, brakeman, Oct. 19, in Gen. Hospital. • Pensioners: Carl McGaha, engineer, Oct. 25; Henry W. Quitzow, clerk, Nov. 9.

Los Angeles: Harry Stephens, engineer, Nov. 1, in Gen. Hospital; Ventura Hernandez, stevedore, Oct. 27, Gen. Hospital. • Pensioner Carroll R. Henderson, conductor, Oct. 15.

Los Angeles Shops: Felix Lopez, carman, Oct. 29, in Gen. Hospital.

Portland: George W. Alford, section foreman, Oct. 19 in Gen. Hospital. • Pensioners: Charles W. Stinger, assistant genl. pass. agt., who retired Jan., 1932, after 48 years' service: Patrick Foley, section laborer, Oct. 17.

Correction: Last month's *Bulletin* listed S. V. Allison among Portland Div. veterans who passed away. We are told that S. V. Allison, retired section foreman, LA Div., is living, but that his brother, John W. Allison, retired engineer, Portland Div., died Sept. 15.

Salt Lake: Hugh Gordon Murphy, carman helper, Sparks, Oct. 24; Esteban Aquino, section laborer, Reno, Sept. 7; Darhl Leon Packer, Army cadet and former engine crew dispatcher, Sparks, in Hammond Gen. Hospital, Modesto.

Sacramento: Clyde F. Moore, hostler helper, Nov. 9, Gen. Hospital. • Pensioner Charles A. Packwood, carman, Oct. 19, while on a hunting trip.

Sacramento Shops: Paul G. Campen, polisher, Oct. 28, Gen. Hospital; Herminio Fernandez, Oct. 25. • Pensioners: Frank Dittke, upholsterer, Oct. 19; Henry Gutenberger, coremaker, Nov. 6; Mike Lasich, blacksmith, Nov. 11.

Rio Grande: Pensioner Thomas Davis, brakeman, Oct. 30.

El Paso Shops: John T. Terry, sheet metal worker, Sept. 23.

San Joaquin: Pensioner Manuel J. Morris, stower.

Western: Frank Mihas, car cleaner, W. Oakland, formerly painter helper at IER shops at W. Alameda, passed away in Gen. Hospital; Stephen Freeman, switchman, Oct. 20; Luis Arroyo, sec. laborer, Oct. 25; Cassius Madden, engineer, Nov. 10, Gen. Hospital; Carl L. Kroll, engineer, Nov. 12, Gen. Hospital. • Pensioners: Norman L. Bishop, freight car builder, Oct. 18; Fred E. Gordon, dispatcher, Oct. 19; Wm. J. McCauley, section foreman, Oct. 17; Albert E. Nejedly, painter, Oct. 18; Carlisle D. Roberti, yardman, Nov. 3; Albin J. Scrobonia, trucker, Nov. 7.

Commissary: Ambrose Shaw, waiter, Nov. 5, Gen. Hospital.

Tucson: Pensioners: Edward Naylor, car inspector, Oct. 23; Francisco Rodriguez, water service helper, Nov. 7; Flores Santos, asst. sec. foreman, Oct. 28.

MACHINIST HERMAN SCHULTZ of Tucson Roundhouse was surrounded by well-wishing co-workers who presented him with a watch, War Bond and other gifts when he retired last month. Presentation was made by Gen. Foreman John Despain, next to Schultz in center of picture.



General Office: Clarence W. Moulton, chief clerk, appropriation bureau, VP&GM's office, Nov. 5; Nicholas Ostroumov, record clerk, Aud. Misc. Accts., Oct. 19. • Pensioners: James D. Briscoe, investigator, Nov. 5; Patrick S. Cunningham, supvr. train schedules, Supt. of Trans. office, Nov. 9; John F. Lynn, clerk, Equip. Serv. Accts., Nov. 15; Robert L. Shepherd, ticket clerk, Oct. 22.

Miscellaneous: Pensioners: Jesse Jose, raftsman, W. Oak. Stores, Nov. 1; Charles M. Lind, longshoreman, SPSS Lines, Sept. 30; John C. McClure, asst. to pres., SPdeMex., Oct. 20.

MARRIED & ENGAGED

To Reno went Norma Sheffield, clerk, 4th & Berry Frt., SF, and K. C. Hegum, auto messenger, to exchange vows, Oct. 13. • Margaret Pearce, clerk, 4th & Berry, and Stanley Norton, Coast Div. brakeman, at Carson City, Nov. 1. • Louis H. Hansen, check clerk, Stockton Frt. Station, to Miss Clara Hoag, Apr. 11. • Veronica Ryan of SF Dist. Pass. Office became Mrs. Frank Ubhaus, Sept. 22. Hubby is shipfitter 2/c, USN. • On Oct. 15, Lurline F. Greer, 95 Market Ticket Office, SF, announced her engagement to Lt. C. J. Keene, Coast Guard. • Also engaged is Kathleen Coyle, clerk in Genl. Frt. Dept., SF. Lucky fellow is Robert Nino, training to be a naval officer at Norfolk, Va. • Seaman 2/c Sean O'Brien, former clerk, Genl. Frt. Dept., SF, was married to SPAR Virginia Wilson at Portland. • Lt. Bob Wheeler, A.C., to Mavone Malloy, Nov. 31. Wheeler was formerly clerk in Genl. Frt. Dept., SF. • Jose G. Acosta, mach. helper, El Paso Shops, and Rebecca Holguin said "I do" Oct. 17. • Helen Hayselden, LA Timekeeping Bur., to Aviation Cadet John A. Albert, Oct. 17. • Rose Ellen Harrington, employed at Roseville, announced her engagement to Lt. Donald B. Persons, wedding to take place this month. • Pfc. Benton Bedient, formerly in Sacto Shops, announced he will marry Doris Starr of Wheatland in Dec. • Ruth Thompson, messenger, RO office, Ogden, was married to Seaman Earl Burton, Oct. 14. • Ensign Don A. Buswell, USNR, former clerk, Ogden, to Laurene Thompson, Aug. 27. • Margaret Moore, supt's office, Ogden, to L. H. Reed, Sept. 16. • Michael Mannix, millman, W. Oak., was married Oct. 18. • Lt. Aaron Winters, transportation officer, Brooklyn, formerly of Aud. Frt. Accts., SF, to Rhoda Smoller in November. • Two Aud. Pass. Accts. girls announced their engagements last month. They are Johanna Van Schoorl, whose hubby-to-be is George Strain of the Navy, and Patricia Gahan, who will wed Charles B. Hagele, USCG.



PROUD OF THEIR SERVICE STARS are Conductors J. D. "Pat" Mahoney (left) and O. I. Lockwood, who were congratulated by H. R. Gernreich, supt., LA Div., on their retirement Nov. 1, each after continuous service which began in 1900. Mahoney started as brakeman on San Joaquin Div., has been conductor since 1903. Lockwood, whose entire service was on LA Div., started as brakeman, has been conductor since 1902.

YOUR "BULLETIN" REPORTERS

WESTERN DIVISION: Walter E. Lake, lease agent, and Lee Ordway, Oakland Pier; R. Rooney, Water Service Dept.; J. P. Francis, West Oakland; E. R. Stevenson, Tracy; Sam Reeves, Gen'l Freight Terminal, Oakland; John L. Ferrell, Stockton.

SACRAMENTO DIVISION: J. A. Collins, ass't chief clerk, Sacramento: W. C. "Sparky" Heilbron, Roseville.

SALT LAKE DIVISION: Kathryn McCool Lauciricа, Ogden; Max Gardenswartz, Sparks; Vera Craig, Montello; H. B. Lukey, Imlay; Louise Huber Sawle, Carlin.

PORTLAND DIVISION: Howard E. Bailey, sec'ty to ass't supt., Portland; all agents and roadmasters' clerks.

COAST DIVISION: Jack Welch, senior asst. head timekeeper, San Francisco; Barbara Booker, supt's office, San Francisco; Louise Nesbitt, Local Freight Office, 4th and Berry Sts., San Francisco; F. J. McCabe, Watsonville Jct.; R. McClintock and S. W. McCarley, San Jose; Sallie Nyman, San Luis Obispo; Wm. L. Thompson, Bayshore.

STORES DEPT.: Jack Griffin, Gen'l Storekeeper's Office, S. F.; R. Berry, Sacramento; F. M. Connett, West Oakland; F. J. O'Donnell, Los Angeles; E. E. Cummings, El Paso; Leo Keller, Brooklyn; W. P. Beall, West Oakland.

LOS ANGELES DIVISION: Walter S. Olson, sup't sec'ty, Los Angeles; Jas. B. Steele, Taylor roundhouse: Max M. Damon, L. A. Freight Station; Everett Dial, dist. timekeeping.

TUCSON DIVISION: Leroy Magers, ass't chief clerk, Tucson; Mike Quihuis, Tucson; Eddie Anaya, Yuma; D. B. Dorsey, Phoenix; Max Richards, Globe.

RIO GRANDE DIVISION: Robt. R. Hall, head clerk, Div. Engr., El Paso: R. U. McLean, El Paso: R. D. Robin, Deming; Geo. Ferguson, Douglas; J. S. Stearn, Carrizozo; Gordon Campbell, Tucumcari.

SHASTA DIVISION: W. L. Minor, chief clerk, and Valerie Masson, Dunsmuir; Frank Peyton, Klamath Falls.

SAN JOAQUIN DIVISION: Michael A. Bognanno, Bakersfield; Al. Anderson, Fresno; E. W. Smith, Bakersfield roundhouse; Geo. Bennett, Mojave.

SACRAMENTO SHOPS: Fred Moseley, W. J. Lambert, R. R. Johnson, D. L. Joslyn, photographer.

LOS ANGELES SHOPS: Carl G. Randall, Car Dept. clerk.

EL PASO SHOPS: Dan W. Rose, GMO clerk.

TELEGRAPH DEPT.: Miss "Pat" Dowd, general clerk, San Francisco; Evelyn Cutter, "BD", San Francisco; C. E. Welsh, "UN", Tucson; E. E. Ramey, "R", Sacramento; J. W. Clark, "SW", El Paso; Ruth Weatherbee, "DW", Portland.

TRAFFIC DEPT.: Carol Machol, Gen'l Freight, S. F.; I. R. Jarman, Gen'l Pass., S. F.; Frank Guerin, Gen'l Freight, Portland: Chas. Mulks, Gen'l Freight, L. A.; L. E. Helmer and Edith Dakers, Dis. Pass., S. F.; Frank Wisdom, Dis. Pass., L. A.; A. E. Schrader, Seattle.

GENERAL OFFICES: Laura Strickland, Asst. Gen'l Aud.; O. W. Hellwig, Aud. Misc. Accts.; Russell Knox, Aud. Cap. Expend.; G. D. Frey and Mrs. M. L. McCollum, Aud. Disb.; H. F. Woods and Des Sekany, Aud. Freight Accts.; Leah Smiley, Aud. Pass. Accts.; Everett Dial, Central Timekeeping; August Cheyrlas, Equip. Service; G. W. Pratt, Dining Car; R. J. Dettling, Chief Engineer; Mary Conlin, Purchasing; A. L. Fritz, Freight Claim; Jean Stalder, Payroll Accts.; W. L. Toso, Operating; Gene Egan, Motive Power.

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